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SEAFARING

**THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.**

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AS OTHERS SEE US.

Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—"This meeting pledges itself to support SEAFARING."

Ship Masters' and Certificated Officers' Union.—"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

Morning Advertiser.—"Able and smartly written."

Daily Chronicle.—"An ably conducted and interesting paper."

Reynolds's Weekly Newspaper.—"A bright little paper."

Literary World.—"Will be appreciated by all who go down to the sea in ships."

Coast Seamen's Union (San Francisco).—"Delightful and interesting, and a worthy champion of the sailors' cause."

Star.—"What sailors are interested in, and need to know, is culled from all quarters."

Liverpool Daily Post.—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

Liverpool Mercury.—"The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

Liverpool Echo.—"Nominal price and multiform attractions."

The People.—"It will be useful to those in whose behalf it has been started."

The Democrat.—"Did useful work."

Seaboard (New York).—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

Weekly Budget.—"A career of much prosperity and usefulness."

Tonbridge Free Press.—"Interesting to everybody."

Mercantile Marine Service Association Reporter.—"A genuine ring about the articles, which are written in true sailor style."

Scottish Leader.—"Its sails are already filled with a favouring breeze."

Southampton Observer.—"Advocates the interests of seafaring folk with zeal and ability."

Western Daily Press.—"It is well conducted, and is full of original matter."

Eastern Daily Press.—"Something in its columns to suit even gentlemen of England."

Engineers' Gazette.—"Rapidly improving, both in quality and circulation."

Hampshire Independent.—"Well conducted."

Cork Examiner.—"Promises to be one of the most valuable of the class papers."

South Wales Echo.—"Well edited, and interesting."

LIFE-SAVING APPLIANCES ACT.

As this Act comes into force to-day (Nov. 1), it may be of interest to seamen to give some particulars of the Act. The committee which framed it consisted of three shipowners selected by the Chamber of Shipping, one shipowner selected by the Shipowners' Association of Glasgow, a shipowner selected by the Liverpool Steamship Owners' Association, and the Liverpool Shipowners' Association conjointly: two shipbuilders by the Institute of Naval Architects, three persons by shipmasters' societies, three persons being or having been able-bodied seamen, supposed to be selected by seamen's societies, and two persons selected conjointly by the Committee of Lloyd's, the Committee of Lloyd's Register Society, and the committee of the Institute of London Underwriters.

The committee has, as we mentioned some time ago, arranged ships in different classes—viz., steamships carrying emigrants, and sailing ships doing the same; foreign going passenger steamships and sailing ships having passenger certificates; home trade passenger steamships, foreign-going cargo steamships and cargo sailing ships, and steam and sailing cargo ships in the Home trade; passenger steamships on short passages along the coasts of the United Kingdom; passenger steamships on short excursions or pleasure trips to sea, or in estuaries or mouths of rivers during daylight, and passenger steamships on rivers or lakes, but not going to sea or into rough waters. It will be seen, therefore, that every possible trade is provided for.

As the emigrant and all ships having passenger certificates will no doubt be well looked after before certificates are granted, it may be sufficient for our present purpose to deal with cargo ships.

The boats required to be carried in them are not in all cases quite alike, so we will first describe them under the sections as a reference for our readers. Section A shall be a lifeboat of whaleboat form, properly constructed of wood or metal, having for every 10 cubic feet of her capacity at least one cubic foot of strong and servicable enclosed air-tight compartments, so constructed that water cannot find its way into them. Section B shall be a lifeboat of whaleboat form, properly constructed of wood or metal, having inside and outside buoyancy apparatus together equal in efficiency to the buoyancy apparatus provided for a boat of Section A. At least one-half of the buoyancy apparatus must be attached to the outside of the boat. Section C shall be

a lifeboat properly constructed of wood or metal, having some buoyancy apparatus attached to the inside and (or) outside of the boat, equal in efficiency to one-half of the buoyancy apparatus provided for a boat of Section A or B. At least half of the buoyancy must be attached to the outside of the boat. Section D shall be a properly constructed boat of wood or metal.

Foreign-going cargo sailing-ships must carry a boat or boats of Section A or B, sufficient for all the persons on board, and in addition, one good serviceable boat of Section D. These boats, as far as practicable, have to be placed under davits, with proper appliances for getting them into the water. All boats not placed under davits are to be so carried that they can readily be got into the water to the satisfaction of the Board of Trade officer. This class of ship shall also carry approved life-belts or other similar approved articles of equal buoyancy, suitable for being worn on the person, so that there may be at least one for each person on board the ship, as well as one life-buoy for each boat of wood or metal. Foreign-going cargo steamships shall carry on each side at least so many and such boats of wood or metal placed under davits, of which one on one side shall be a boat of Section A or B, and on the other side shall be a boat of Section A, B, or C, and the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water. Life-belts to be carried as given above. They shall also carry not less than six approved life-buoys.

Home trade cargo sailing ships are to carry a boat, or boats, of wood or metal at least sufficient for all persons on board, and in such a position as to be readily got into the water. Each boat shall be provided with one gallon of vegetable or animal oil, and a vessel of an approved pattern for distributing it in the water in rough weather, an approved life-belt for each person on board, and at least two approved life-buoys must also be carried. Home trade cargo steamships are to carry on each side at least so many and such boats of wood or metal placed under davits, of which one on each side shall be a boat of Section A, B or C, so that the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water. Approved life-belts, at least one for each person on board, and not less than four approved life-buoys must also be carried.

Rules for ascertaining the number of persons that any one boat shall be deemed fit to carry are also set forth. The requirements for speedily detaching the boats and

lowering them into the water are also given: the boats placed under the davits having to be attached to the davit tackles and kept ready for service. Provision is made for the proper equipment of the boats, each to have the full single-banked complement of oars, and two spare oars. Two plugs for each plug-hole, attached with lanyards or chains, and one set and a half of thole pins or crutches attached to the boat by strong lanyards. A sea-anchor, baler, rudder and tiller, or yoke and yoke lines, a painter of sufficient length, and a boat-hook. A steering oar is allowed for boats where they may be a difficulty in fitting a rudder. Each boat is also to be provided with a vessel to be kept filled with fresh water. In addition, boats of Sections A and B are to be equipped as follows (but not more than four boats in any one ship are required to be so furnished):—Two hatchets or tomahawks, one to be kept in each end of the boat, and attached by a lanyard. A mast, or masts, with at least one good sail and proper gear for each, a line becketed round the outside of the boat and securely made fast, an efficient compass, one gallon of vegetable or animal oil, and a vessel for distributing it in the water in rough weather, and a lantern trimmed with oil in its receiver sufficient to burn eight hours. Every approved life-raft must be marked in such a way as to plainly indicate the number of adult persons it can carry, this number to be determined by the Board of Trade with reference to each separate pattern approved by them.

Besides the provisions enumerated, the rules show how the buoyancy of apparatus, life-belts, and life-buoys, is to be ascertained, and what is deemed sufficient buoyancy, and lastly, provides that any ship of any class when divided into efficient water-tight compartments to the satisfaction of the Board of Trade, shall only be required to carry additional boats, rafts, and other life-saving appliances of one-half the capacity required by the rules.

What a change upon the old regulations, and yet they were allowed to pass for such a number of years unchallenged, and doubtless would have been continued, but for the exertions of the Seamen's Union.

That the committee had a laborious task is clear, and we sincerely trust that the result will justify the title of the Act and that it will prove in reality a life-saving measure.

CRUELTY AT SEA.

Ernest A. Young, formerly a cabin boy on board the ship *John Harvey*, has arrived in New York on the man-of-war *Pensacola* with a letter from United States Consul E. A. Dimmick, at Barbadoes, West Indies, which said that he had been left there by his ship to prevent his appearance against Captain Harvey Stewart and Mate Phelan for terrible cruelties inflicted upon certain members of the crew.

The lad appeared before Commissioner Shields to make a complaint against the captain for defrauding him of his wages. Marshal John W. Jacobus at the Commissioner's request sent a deputy marshal with Young to the office of Shipping Commissioner Reed, at No. 25, Pearl-street, and the latter will cause an investigation to be made as soon as the ship *John Harvey* arrives.

Young's story was backed up by letters

from members of the crew, and he was further indorsed to an extent by E. A. Dimmick, United States Consul at Barbadoes. Trouble began when the vessel was near Barbadoes, on February 1st, when seaman P. Pierson, being at the wheel, kept on his oilskins after the heavy squall which had made them necessary, had passed. Captain Stewart, passing by, intimated that it wasn't much of a sailor that would wear oilskins when the sun shone, and received a retort that provoked him to strike Pierson in the face. Both of Pierson's hands were engaged at the wheel, but Robert Hurlburt, a seaman, standing near, stepped forward with a companion, Jack Smith. The captain, ordering Hurlburt to take the wheel, directed Mate Phelan to attend to Smith, while he himself licked Pierson. The rest of the crew showed a disposition to interfere, but the captain, after disposing of Pierson, pulled a revolver and standing over the mate urged him to punch harder, threatening to shoot any man who stepped forward. Charles Lindberg protested against the manner in which Smith was treated, and Captain Stewart blazed away with the revolver, the bullet striking Lindberg in the left temple, cutting a furrow in the flesh and knocking him down, but not injuring him seriously. The crew being thus intimidated, Pierson and Smith were triced up to the rigging and kept there three hours. Pierson and Smith after being let down were chained to the deck until morning, and then were taken 'tween decks and chained to stanchions, where they were kept for 23 days on a bread and water diet. The captain's daughters, who sail with him, sent by the cabin boy surreptitious cakes and secret pie until the captain found it out and threatened to put Young in irons in the hold if he carried any more delicacies to the men. When the ship arrived at Barbadoes, the matter was brought to the attention of the United States Consul, and Young testified favourably to the chained seamen. The captain thereupon ordered him before the mast, and when he refused triced him and afterwards put him in chains for days. May 10th Young requested permission to go ashore and see the Consul. The captain let him go off in a fisherman's dory. He saw the Consul, and when he started to return to the ship he found that she had sailed. The vessel is loaded for this port, and is now due. When she sails up the bay, a representative of United States Shipping Commissioner Reed will board her, and if any of the sailors desire to make a complaint against the captain they will have a chance to do so before Commissioner Shields.

When the men were triced up, Captain Stewart, the statement says, approached Smith and said he had got him just where he wanted him. He slapped him in the face and tweaked his nose until he got tired of the diversion.

"The law will protect me and make you suffer for this yet," said Smith.

"D—n the laws and those who make them!" the captain is alleged to have replied. "I'm master of my own ship and make my own laws."—*Coast Seamen's Journal*.

CAPTAIN JAMES M. P. MOORE, master of the *Clareport* (s), was summoned at Cardiff on Monday for having taken two sailors aboard on his last voyage without their being formally registered by the shipping authorities. Defendant was fined 20s. and costs for each offence.

SOME FAMOUS SHIPS.

(Concluded.)

These pioneers among the clipper had a great influence in developing the new model. As contrasted with the packetship the clipper ship had a sharper bow, flaring outward as it rose above the water; and a long, clean run aft, with hollow water lines, and a great sheer at either end, making a rising floor both ways from the centre of the vessels. Soon the model was changed so that the proportion of width to length was one to five, instead of one to four, as in the packet ships and East India marine. It was found that the long, sharp bow of the clipper could throw aside the waves and make them sustain the vessel along the hollow sides farther aft than in the case of the old ships with the blunt bow. The form of the stern was changed from square to round, and the inward tendency of the planking toward the deck, the "tumble home" was diminished so as to overcome the crankiness of the craft that arose from the sharp rise of the floor toward the ends.

The discovery of gold in California in 1848 gave a great advantage to clipper ships, because there was a great profit on the freight. Ships were built in great haste. One in East Boston was launched in 60 days from the laying of the keel, and in 90 days from the laying she was at sea with a full cargo of goods for the Pacific.

About 1852 the beautiful lines of the *America*, and other yachts built by George Steers and James Steers, began to have their effect on the building of clippers. In 1855 the fuller bottom of the old style of freighting ship was joined to the clipper top and stern, and the extreme breadth was moved somewhat aft, so that the boat might run an even keel. In the years from 1854 to 1856 the building of clippers was a great rivalry between the builders.

When the supply of oak timber grew small in New England, Southern white oak was used. The patterns were made for the frames of a vessel, and parties camped through the winter in the woods, felled the trees; and hewed the frames from them. Southern pitch-pine was used for beams, decks, etc.

The fastest clipper ever built in the United States was the *Flying Cloud*, from the yard of Donald McKay, at East Boston. The largest clipper was the *Great Republic*, built by the same maker at the same place. There was much debate over her success. When the keel of the ship was laid some of McKay's friends remarked that she was too large, and that she would bankrupt him before she was finished. Yet he persevered, remarking, by way of reply, "Let friends and foes talk, I'll work." Such was the man, and by such a spirit was he moved, and he proved himself worthy of success. The *Great Republic* was 325 feet long, 53 feet beam, 39 feet deep, and she drew 28 feet aft. It was said of her that she spread canvas to cover half of Boston Common; about 16,000 square yards, or more than the *Pennsylvania*, which was the largest ship of the line of the United States Navy. Her history was a tragic one. Being moored to one of the wharves in New York City, she accidentally took fire, and was scuttled to save at least a part of her. Then she was cut down in length and height, so that she was 304 feet long, 48 feet beam, and registered 3,386 tons—much less than in the original. She did

not prove a fast sailer, and afterward she was sold to the English Government for a transport during the Crimean War.

On the first day of Sept., 1851, the *Flying Cloud* entered the port of San Francisco after a passage of eighty-nine days from New York City. The average four weeks was 227 2-5 nautical miles daily; the least was 93 miles, and the greatest was 374 miles. The latter distance was equal to 443½ statute miles, or 18 statute miles an hour for twenty-four hours. In the autumn of 1852 the greatest race between clipper ships was on the run from New York to San Francisco. This was thought to be by far the best test of clippers (with, perhaps, the exception of a run to China), on account of the extreme length of the voyage, and the varieties of winds and weather; the doldrums of the Atlantic, the calms of the tropic of Capricorn, and the conflicting winds about Cape Horn. The passages were made as follows:—*John Gilpin*, 93 days 20 hours; *Flying Fish*, 9 days 4 hours; *Trade Wind*, 102 days. Other clippers made the trip as follows:—*Surprise*, 96 days; *Sea Witch*, 97 days. The return trip was made in shorter time by these leading clippers:—*Comet*, 76 days; *Contest* (1853), 79 days; *Trade Wind* (1853), 75 days; *Flying Dutchman* (1857), 80 days; *Young America* (1870), 80 days; *Sovereign of the Seas* (1853), 6,245 miles in 22 days—an average of 284 miles a day—the greatest from noon of one day to noon of the next being 419 miles.

The tea trade with China developed an exceedingly fast line of clippers, and the English and American ships had many races from that country; but the trips between England and America were the most remarkable of all in the records of the clipper ships. The *Red Jacket* (1854) ran from New York to Liverpool in 13 days 1½ hours; the *Dreadnought* (1859), 13 days 8 hours; *Thorton* (1867), 13 days 9 hours; *Canada* (1844), 14 days; *Red Jacket* (1853), 13 days 1½ hours; *Sovereign of the Seas* (1853), from the banks of Newfoundland to Liverpool, 5½ days, and the whole passage from New York to Liverpool, 13 days 9 hours, sailing 340 miles in one day, on which day the Cunard steamer *Canada* made only 306 miles. In 1855 the *James Baines* ran from Boston to Liverpool in 12 days 6 hours, or quicker than any other sailing vessel that ever crossed the Atlantic. In 1354 the *Lightnings* sailed around the world in 10 or 12 days less than any other ship had ever performed the work. One achievement of hers was the running of 420 miles in 24 hours. That the feats of the clippers were remarkable is seen by comparison with some of the fastest ships of to-day. The *H. C. Ropes*, in 1888, ran from New York to San Francisco in 103 days; and the *Garfield*, in 1889, from New York to London, in 15 days 9 hours.—*Illustrated American*.

WAGES CLAIM.—At the North Shields Police Court on Oct. 22 Thomas Ray Kydd, master of the *Camilla* (s), was charged with having neglected or refused to pay to Frederick Barrow the sum of £21 18s. 4d. for services rendered on board the above-named vessel as seaman. The plaintiff, in the course of his evidence said that a portion of the amount claimed was in respect of wrongful dismissal while the vessel was lying at New York. The defence was that plaintiff had not fulfilled his engagement, he having deserted in New York, taking his effects with him. The Bench made an order for payment of the full amount claimed, with costs.

BY THE RUN.

The agent of the Coast Seamen's Union at Seattle, has reported that the captain of the ship *State of Maine* applied at the agency for a crew to bring the ship to San Francisco. It is the custom in such cases to ship a crew by the "run," and it appears that the master of the *State of Maine* was willing to pay the "run" of 40 dols. on condition that the men would do ship's work the same as if they were shipped by the month. This the men refused to agree to do, and we are informed that the captain refused to take them under any other conditions. There is no doubt but that the stand taken by the master of the ship in this case is the correct one. It is perfectly reasonable and just that the sailors should demand a "run" for the passage between Puget Sound and this port, or, in fact, between any two ports on the coast when they are not kept by. That is justice to the sailor, but in demanding justice we should be reasonable, and take into consideration the fact that ship masters and owners also have rights. The Union has decided that no matter how men are shipped, whether by the month or by the run, they must do their work. In other words, to be more explicit, when men are shipped by the run, they must do the same work as if shipped by the month. In our opinion such a rule is very reasonable. Generally speaking, owners and masters are not saints by any means. In fact, many of them think that men before the mast have no rights. But men before the mast are not saints either. So it is well to regulate matters in such a manner that justice will be done to all parties concerned. It is a fact that many captains don't so much object to pay a "run" as they do to having men on board who will even refuse to keep a vessel clean. All sensible seamen will understand that such work places a master in a position not to be envied. The trouble with "runs" in the past, has been that "runners" occasionally have relieved the captain of all responsibility at sea. Such a thing has never occurred, to our knowledge, on this coast. The whole thing in a nutshell is simply this. A man receives 40 dols. for, say, a week's work, and he does not want to do anything except work ship—on the other hand, he will work a month for 40 dols. and is willing to do everything that is necessary. That is inconsistent; still it is an old custom, but a custom that has caused a great deal of trouble. The conditions that inaugurated such a custom are not applicable to this coast. There is a good deal of difference between crossing the Western Ocean in the winter time by the run, and coming from Puget Sound to San Francisco.—*Coast Seamen's Journal*.

NOTICE is given that, with a view of rendering the Haisbro' Lighthouse more distinctly visible during the day time, the white tower has now been painted with red bands.

At a meeting of the London School Board attention was drawn to the fact that a few days ago, when some of the boys from their industrial schools, who had decided to go to sea, were about to step on board the ships on which they had found employment, they found by the ship's side emissaries of the Trade Unions who told them they would not be allowed to go on board unless they were members of a Trade Union. The boys in consequence were obliged to go away, and within the space of half an hour their places were filled by others. Col. Prendergast denounced such action as tyranny of the grossest kind.

THE "DEESIDE" AGAIN.

SUBSTANTIAL DAMAGES.

In the Outer House of the Edinburgh Court of Session, before Lord Kinnear and a Jury, the action of *Rae v. the Deeside Steamship Company*, was heard last week, and concluded on Oct. 23, the case being that Alexander Rae, pattermaker, 38, Commerce-street, Aberdeen, sued the *Deeside Steamship Company, Limited*, Trinity-buildings, Aberdeen, for £1,000, in respect of the loss of his son, Alexander, 27 years of age, chief engineer on board the defenders' steamer *Deeside*, who was drowned on Feb. 11, 1890, during a voyage from Havre to Briton Ferry, in South Wales, the steamer having sunk immediately after colliding with the steamer *Ludgate Hill* between the Lizard and Eddystone Lighthouse. The collision, it was said, took place in consequence of the port light of the *Deeside* having been removed to be retrimmed, and it was averred that she was unseaworthy at the time, in consequence of being grossly undermanned. In consequence of the light having gone out, or requiring to be retrimmed, the man at the lookout required to leave his post, remove the lamp to the lamphouse or the fore-castle, and retrim it there. The lamp was removed at or about the time when the *Ludgate Hill's* lights would become visible, and from that time until the collision occurred there was, the pursuer alleged, no one on the look-out to observe her. The ship was also said to have been unseaworthy at the time, in consequence of there being a relief lamp which could be used in the event of any one of those in use going out. At the time of the collision the watch, three in all, consisted of as many as the number of the crew could permit. There ought to have been at least one more seaman on the watch to enable the man at the look-out to retain his position, while the other seaman attended to the lamp. The defenders averred that the cause of the collision was the second mate porting the helm of the *Deeside* when the two steamers were about half a mile apart, and when there was no danger of a collision if they had kept on their respective courses; and that the *Deeside* was sufficiently manned and well found in every respect in accordance with Board of Trade requirements. Assuming the accident to have been caused to any extent by the method adopted in exchanging the lights, it was caused by the carelessness of the second mate or other members of the crew in not keeping the lights in a proper and sufficient state, and in not seeing that a relieving lamp was first brought to deck, before a side lamp was removed.

The jury, after an absence of three hours, returned a verdict for the pursuer by a majority, and assessed the damages at £150.

SUNDAY LABOUR AT HONG KONG.

The *China Mail* gives a column and a-half to a special meeting of mercantile marine officers at Hong Kong, when an address was given by Captain S. Ashton on the "Universal Practice in Hong Kong Harbour of Working Cargo on Sundays," no difference being made between Sundays and weekdays. He thought that officers of ships would be perfectly right in asking and expecting extra pay for unnecessary labour on Sunday in the working of cargo in port, not that they wished to put extra pay into their pockets, but because they wished to do away, as far as possible, with unnecessary Sunday labour. He asked the officers present whether they would rather receive extra pay for Sunday labour, or would rather forego the pay and have their Sundays to themselves, and all of those present expressed themselves in favour of having a free Sunday. Captain Ashton thought that, in asking for this extra pay from their owners, officers would have the sympathy of every man in a similar position. Should their extra pay be granted them it would be merely a step towards what they hoped finally to get—a compulsory cessation of all Sunday cargo labour in the harbour. He did not think they would get much extra money, but he honestly believed they would get more free Sundays, because it would be the aim of the shipowners to avoid this extra payment if possible. The disgraceful condition of Sunday labour peculiar to Singapore and Hong Kong Harbours is no credit to the British flag or to a Crown colony, and is, no doubt, partly due to there being no Custom houses at these free ports, but it is also due to the very low religious standard of the mercantile community trading with or making use of those harbours. This practice is exciting much feeling in Hong Kong, not only amongst mercantile marine officers, but also amongst the English community outside of the Chamber of Commerce by which this Sunday work is maintained, it is said, under orders from shipowners and merchants in England and Scotland, whose agents and consignees its members are.

SHIPMASTERS' AND OFFICERS' UNIONS.

Last week we had to report the sad and untimely death of the late Captain J. B. Steele, of the *Beaumont*. Captain Luccock, secretary of the Shipmasters' and Officers' Union, sends us the following letter, which, he says, is one of the last Captain Steele ever wrote. It is addressed to Mr. Grylls, secretary of the Mercantile Marine Service Association, Liverpool, dated 20, Cambridge-street, Newcastle-on-Tyne, Oct. 13, 1890, and is as follows:—

"Dear Sir,—The documents you addressed to my home address, 198, North Hill-street, reached me here, relative to the Federated Association of Masters and Officers, etc. I can heartily endorse the views the different Branches advocate, but, in my opinion those, as well as yourselves, had better hasten an advancement of wages on the present rate now paid to masters and officers, which is admittedly far too low for the onerous duties which they are called upon to perform in the interests of their employers the shipowners. Without a doubt you will find many thousands will join other Unions and Federations, who are, so to speak, working for such advancement. You will doubtless admit that none of the shipmasters and officers' Societies mentioned in your circular have ever touched on this important point, namely, the rates of wages paid to their members, whereas every other member of the crews on board of ships have had a liberal advance made to them by combination. Just fancy the chief officer of a steamer of 3,000 tons receiving a salary of £8 per month, the second officer £6 per month. Very few on the N.E. coast carry a third officer. If they did his salary would very likely be considerably less than a fireman's. In fact if we only refer back to Mr. Thos. Wilson, of Hull, we should find that the third officer of s.s. *Chicago*, in the Western Ocean trade, has even 5s. less than his subordinates on board that ship. It appears nice to expect that masters and officers may be expected to unite their forces and improve their positions, carrying with them the good wishes and advancing the interests of all associated with shipping. Let the owners give the necessary assistance to forward this laudable object by cementing masters and officers to themselves by an increase of wages, etc., etc. Masters and officers have, without a doubt, remained true to their owners. Have they (the owners) ever made them any recompense for so doing? No: nor will the owners ever do so except compelled through combination in some way or other. Were the general public to see a published list of salaries paid to masters and officers of steam and sailing vessels, I am sure they would be astonished at the small amounts those men receive for the onerous duties they have to perform. I heard it stated a day or two ago that the chief officer of the *City of New York*, of Atlantic fame, only received a salary of £12 per month, and had to furnish all his fine uniform out of this amount, but surely this must be a mistake. I trust someone who knows will correct this £12 if it is wrong. Anyhow this was a statement given by one who sails in s.s. *City of New York*. My object in writing you this is so that you may see that it will be to the advantage of the shipowners to pay their masters and officers a much fairer rate of wages than is paid at present. Engineers, I need scarcely add, are already well cared for by their Union."

In the last number of the official organ of the Mercantile Marine Service Association (which body has just joined the Federated Association of Masters and Officers, which is to assist the Shipowners' Federation against the Seamen's Union), we find some correspondence on this subject. "A Member" writes to that publication that on giving the papers concerning the new Federation to a brother skipper they opened up a fresh field of conjecture. "I will give you the particulars of the conversation. He stated—'I am thinking of joining the Seamen's and Firemen's Union, and if I do it will be to be a power in it. I have been a member of the Scottish Shipmasters' Association, Limited, for a long time, and I might still remain a member of the combined Association to the end of the chapter. They are all alike. Have they improved our condition as shipmasters and officers financially? No, certainly not. Our wages are decreasing, therefore I maintain that the Seamen's Union are ahead of us. That they are united, and have used their power with effect, is plainly seen by the increased wages. I ask you candidly, have any of our societies, which profess to have the interests of the masters and officers at heart, advanced, or endeavoured to advance, by any degree of pressure the value of our earnings? No, decidedly not. As an instance, the chief engineer gets, say, £— per month, while my chief officer

only gets £—, a much less sum. Now, in the event of anything happening to me my chief steps into my berth, though he has, taking the wages into consideration, been in a subordinate situation to the engineer, a man who has now by law to bow to his command. Does the engineer have to show or prove himself of higher intelligence than my chief officer? I say no. Then why is this difference in wages? Simply because the engineers are, as a body, combined for mutual benefits, and have been able to keep up, and in many instances improve, their wages, while the skippers and officers, for lack of combination, from time to time allowed a decrease, until the general tendency has been backward rather than forward." "A Member" adds:—"Our Jacks, three years ago, hardly knew the meaning of the word combination. Now it is different, and the employers recognise that they have a power to contend against which must receive consideration at their hands. In the reprint from the *Shipping and Mercantile Gazette* you say that the missing link of the Seamen's Union is the merchant ship officers, which proves the value of the skipper's argument (for it led into one), and farther that there should be an improvement both in the position and pay of the skippers and officers. But has our Society, so far, brought this about? I am afraid there are numbers beside the master I have quoted view the matter in the same light. Certainly among the junior mates that feeling prevails to a far greater extent than the owners of shipping are aware of, and I have heard from a number of non-members similar arguments. This is a truth which cannot be glossed over, and one which the owners of shipping property should take into consideration. Here is an instance of a master just come here from the greatest commercial town north of the border line to take charge of a ship in the Indian trades. His wages are about £16 per month. When I passed the remark that it was rather a low figure, which it certainly is when you take into consideration the value that is placed in his keeping to work at a profit (ridiculously low), his answer was that this was considered a very good wage in the port where the ship belongs, i.e., the port he hailed from, and there are a number of men sailing ships much larger than the one I am about to take charge of for a considerably less sum (tell it not in Gath, I whisper it, £12 10s., and then find themselves chronometers, charts, books, etc.), therefore I say that the owners ought, for their own welfare, to look this fact fairly in the face, and take time by the forelock. At present the masters and officers are, as a body, devoted to furthering their interests. I now quote from the speech of Mr. J. Bolam (the secretary of the Federation), as reprinted in the pamphlet. He commences:—'We represent the Incorporated Association of Shipmasters and Officers, to promote the welfare of the merchant service, and especially to advance and protect their interests.' Does the result prove this? I think not. Further, in speaking of their growth, he stated that they were not of the mushroom type, but had attained their present position by industry, intelligence, and amid very severe trials in a perilous occupation, while their loyalty to their employers had never been questioned. What has been the reward? A pittance for pay, and should a mishap unfortunately occur, even though beyond our control, poverty stares us in the face."

A GERMAN torpedo boat is to proceed from Wilhelmshaven to the North Sea to protect the German herring fleet. It is alleged that a British herring boat recently took away nets to the value of over seven hundred pounds, belonging to a fishing Company connected with the German port of Emden.

LOCAL MARINE BOARD INQUIRIES.—The Liverpool Local Marine Board has held an inquiry with regard to charges of drunkenness and misconduct preferred against John Kekehaven, chief mate of the ship *Ethandune*, while lying in dock. According to the testimony of eye-witnesses, the defendant was helplessly drunk. In consequence of his condition the captain found it necessary to put him ashore and go to sea without him. The defendant admitted having had a little drink, but denied that he was incapable of performing his duties. He had held a master's certificate since 1876. He produced testimonials with respect to character and ability. The Board decided to suspend his captain's certificate for 12 months. They, however, would recommend the Board of Trade to issue to him meanwhile a first mate's certificate.—A special meeting of the Sunderland Local Marine Board has been held for the purpose of investigating the alleged misconduct and drunkenness of William Gilles, master of the *Amy*, of Newcastle. After hearing the evidence, the Bench dismissed the case, but, had the master been present, they would have cautioned him as to his conduct, and to be more careful in future.

LABOUR TROUBLES.

The truth as to the situation in Australia is hard to get at. Capitalist papers, of course, report that the strike has collapsed, or is about to do so. The strike leaders, on the other hand, ask for funds—a loan of £20,000—and meetings for the purpose of raising that sum have been held by the London Trades Council and other bodies. The Seamen's and Firemen's Union and the Dockers' Union have each given £1,000, an example of liberality which no other organisations have yet shown. A telegram dated Melbourne, Oct. 28, says:—The Trade Unions here strongly affirm that the strike has not ended. They discredit the reports from Newcastle regarding the resumption of work in the collieries, and declare that opinions at that place are divided. At a ballot taken in the Wallsend colliery district the majority were found to be opposed to a resumption of work, meanwhile the Unionist officers and stewards are applying for re-engagement, except at Melbourne, where there have been few defections from the ranks of the strikers.

A telegram from Sydney, dated Oct. 30, says that at a large meeting of strikers held there, a resolution was passed pledging the men to continue the strike.

Mr. Fitzgerald, a delegate from the Australian strikers, has arrived in London, and says the strike at Sydney is conducted by the Maritime, Trades, and Labour Councils, the Shearers' Union, the Seamen's Union, and the Council of the Wharfside Trades. At Melbourne by the Trades' Hall Council, in Queensland by the Australian Labour Federation, and in South Australia by the Trades and Labour Council.

Asked whether the Australian labour leaders entered upon the strike upon the strength of any aid they expected from England, Mr. Fitzgerald said, "No, we never expected any support from England, and we were agreeably surprised when we received that support. Our sources of revenue were the Shearers' Union, the Broken Hill, and the Newcastle Miners, and it was to dry up that source of revenue that the miners were locked out—the Broken Hill miners—to the number of 5,000, besides 3,000 engaged in and around the mines who were also thrown out in consequence of the lock-out. This was in fact part of the organised conspiracy."

The revised scheme of the Docks Joint Committee, which comes into operation on Monday next, is set forth in the notice posted at the gates of the East and West India and other docks under the direction of the committee. It runs thus:—"The directors have given notice of the termination of the agreement relative to piece work which came into force on Nov. 4 last year, the provisions of that memorandum will be cancelled on and after Monday, Nov. 3 next. In consequence, the work at the East and West India Docks, except the run quay, will thereafter be performed by day work. At the run quay piece work will continue. After Nov. 1, the men's representatives will cease to be recognised as such, and will accordingly cease to be present in that capacity at the taking on of men. It is not intended to prevent their being taken on in the ordinary way." Under this arrangement a number of men will be placed on the permanent staff at the various docks and will be paid 24s. per week of six days, working from 8 a.m. to 4 p.m., with half-an-hour's interval for dinner. Overtime from four o'clock to six will be paid 6d. per hour, and after six o'clock 8d. per hour. That the number of applications by Union and non-Union men is quite equal to the demand. Out of one gang of twenty dockers on a ship at the East India Dock fourteen have applied for employment under the new scheme. The men's representative himself, who has been receiving eightpence per hour for exercising supervision on their behalf, is quite ready and willing to relinquish his post. Supervisors are in some instances endeavouring to dissuade the dockers from entering on the plan. Next to the permanent men, who will in the course of years be entitled to pension, come preferential men, who will receive weekly tickets; after them will be two or three day tickets; and last of all the temporary casual dock labourer, who will be engaged for the single day. It is stated that the Dockers' Union look upon the revised scheme with no marked or declared hostility; but hope to be able in due course to enable their men to see the advantages of a more co-operative basis between labour and capital. The permanent dockers presently enrolled will be almost wholly under thirty years of age. It is not anticipated that any serious disturbance will take place on modified change. Many dockers are reported to be fairly well satisfied with the substantial advantages which have undoubtedly accrued to them as the result of their successful agitation last autumn.

At all London docks on Tuesday the work of loading and unloading proceeded in a fairly satisfactory manner, and there was an absence of anything like a serious dispute, although there were frequent indications of the uneasy state of mind on the part of the officials and the employes.

WRECK REGISTER.

The Wreck Register and Chart for the year ended the 30th June, 1889, has been issued. As owing to the improvement in trade the number of outgoing and incoming vessels considerably increased, we are not surprised to find that there was a corresponding increase in the number of vessels meeting with casualties, the total number having increased from 4,004 to 4,272, an excess of 268 over the previous twelve months; but the number of lives lost as a result of the 4,272 casualties was only 457, a decrease of 114 as compared with the preceding year—that is to say, a falling-off of almost 20 per cent. The 4,272 casualties may be classified thus—total loss, serious casualties, and minor casualties. Under each of these heads an increase is shown; those of total loss and serious accident conjointly giving a total of 1,549, or 98 more than in the previous year, while the minor accidents increased from 2,553 to 2,723, an increase of 170. The proportionate increase however, in both cases was almost identical. Life was lost in 180 cases of casualty, a total not comparing altogether favourably with the year before, when the number of casualties resulting in loss of life was less by 15. More than a third of the casualties—namely, 1,483—were collision cases, an increase of 70, as compared with the year 1887-8. Excluding collisions, however, the total losses fell from 319 to 295; but on the other hand the serious casualties increased from 723 to 804, and the minor accidents from 1,549 to 1,690. Of the 4,272 vessels meeting with misadventure, 3,844 were British and Colonial ships and steamers, and 428 foreigners, the percentage of increase in the case of the latter being double that of the former, which speaks well for the seamanship of our men. The localities of the casualties were as follows:—East coast of England, 811; south coast, 558; west coast of England and Scotland and east coast of Ireland, 929; north coast of Scotland, 113; east coast of Scotland, 187; and other parts, 191; total, 2,789, or 198 more than in the previous year. It will be seen that these figures give an increase in the number of casualties on all parts of the coast. The number of lives lost as a result of the 4,272 casualties was as follows:—East coast of England, 75, or 25 less than in the preceding twelve months; south coast of England, 186, or 42 less than the year before; west coasts of England and Scotland and east coast of Ireland, 68, a gratifying decrease of 64, as compared with the previous year; north coast of Scotland, 26, or 9 more than in the year 1887-8; east coast of Scotland, 12, exactly half the total for the preceding year; other parts, 90; total, 457. From this we learn that there was, excepting one instance, a very satisfactory decrease in the loss of life all round our coast.

EXTRAORDINARY CLAIM.—A singular action has just been decided at the Hull County Court, in which Richard Davies (represented by Mr. C. Hare) sued Charles Lyson (defended by Mr. C. B. Summers) for £25s., money lent for the purchase of smuggled tobacco. Mr. Hare stated that his client had been in the habit of buying smuggled tobacco from a seaman on behalf of the defendant, who was aware of the identity of the smuggler, and in recompense thereof received from the seamen 3d. per lb. sold. At the latter end of April Lyson called on the plaintiff, and ascertained that the man was coming up by the next day's tide, said that he could do with 50 lb., which would amount to £7 10s., but had only £5 at hand. It was agreed that the plaintiff should advance the deficiency and keep the tobacco a day or two, when Lyson would pay the money and take away the tobacco. The seaman in due course arrived, and brought with him 65 lb. of contraband tobacco, which the plaintiff purchased. Before Lyson came to claim his portion the Excise authorities seized it, and plaintiff in this action was fined treble value and duty, and in default of payment suffered a term of imprisonment. While plaintiff was in prison defendant paid his wife 5s., thus reducing the claim to £2 5s. Before any witnesses were called his Honour, Judge Bedwell, said he must consult the plaintiff without costs. It was within the famous burglars' case, where two burglars broke into and robbed a house, quarrelled over the spoil, and brought an action to settle the dispute. Between two wrong doers against society—people who entirely and absolutely broke the law—the Court would not interfere and adjudicate in a fraudulent case. His Honour declined to hear a counter-claim for £5 for money lent.

SEAFARING DISASTERS.

Albanian, steamer, of Hull, stranded at Nasby Oland.

Acme, steamer, stranded breakwater at Kertch. *Annie Young*.—Cablegram from Buffalo states: Steamer *Annie Young*, with merchandise, burned near Sarnia; seven lives lost.

Abeona, of Newcastle, got ashore in leaving Soderhamn, and remains. Full of water.

Ann Webster and *Cygnat*, steamers, collided near Gravesend. *Ann Webster* had bows badly damaged; *Cygnat* towed ashore sinking.

Albertine, schooner, from Laurvig, at Peterhead, Oct. 17, leaky.

Ada, schooner, ashore near Calais.

Ardlethan, steamer, for Naples, coal laden, proceeding to sea from Shields, collided with steamer *El Dorado*, of Newcastle; former vessel considerably damaged, latter not so much.

Amur, British steamer, from Libau for London, at Elsinore, leaky, having been ashore.

Auckland, s. of and for Newcastle, in Great Yarmouth Roads with bows stove in.

Caroline, British schooner, from Copenhagen for Faroe, has been totally wrecked at Kongsbaven. Crew saved.

Castle Rising, s. Stockholm for Lynn, stranded at Svenska Djorn; total wreck.

Coningsby, reported sunk near Corrobedo Point, Spain, has been floated.

Cleopatra, barque, from Miramichi for Penarth, totally wrecked near Richmond Bay, Oct. 14, cargo washing ashore.

Dunrobin, British ship, from Perth Amboy, is ashore near Brouwershaven, in a bad condition; crew saved.

Ellen, schooner, from Port Madoc for Bremen, slates, assisted into Ramsgate leaky, and with loss of sails and other damage, having encountered severe weather in the North Sea.

Ernest, see *Murton*.

Fearnought, barque, from St. John for Fleetwood, was abandoned Oct. 15 in lat. 45 N., long. 44 W. Crew landed at Liverpool by *Engineer*, s. from New Orleans.

Highmoor, British barque, Adelaide for Rio Janeiro, has arrived at Rio Janeiro with loss of bowsprit, foretop mast, and main topgallant mast.

Hero, steamer, of Middlesbrough, and *Bradley*, steamer, of Sunderland, collided in Tees. Former received considerable damage on port side; latter drifted ashore, but floated again.

Innisfail, brigantine, from Laguna, has arrived at Crookhaven with bulwarks on port quarter slightly damaged.

Jupiter, steamer, returned to Sunderland, having been in collision with steamer *Cyrus*, of Grangemouth, in the North Sea. Bowsprit carried away and much damage about bows.

Kama, British steamer, Skelleftea for Santander (wood), has put into Copenhagen with loss of part of deck-load and damage to bulwarks; must discharge cargo to get at damage.

Lizzie C. Troop.—Lloyd's agent at Hiogo telegraphs: British ship *Lizzie C. Troop*, from Magasaki for Puget Sound, totally lost at Lochoo. Part of crew saved.

Murton, steamer, from Warkworth for Devonport, coals, has been beached at Withy Hard, Hartlepool, with foretank full of water, and large hole in port bow, having been in collision with schooner *Ernest*, of Lancaster, which sank. Four of the crew saved. Master, mate, and one seaman lost.

Marquis Seicluna, steamer, from Shields, at Philadelphia. Captain reports had fearful passage; cargo tanks damaged, one bulkhead gone from funnel to deck.

Nile, four-masted ship, of Glasgow, Calcutta for Hull, cargo rice, is announced by telegram from Great Yarmouth to have gone ashore on the Cross Sands.

Ninian Stewart is aground at thirty-nine mile post, River Danube.

Plymouth Rock, barque, of Sandefjord, Plymouth for Frederikstadt (ballast), abandoned about 40 miles off Great Yarmouth, vessel on beam ends; crew landed at Great Yarmouth by fishing boat.

Peeress, steamer, from Odessa for Rotterdam, previously reported ashore near Maasvluis, got off after discharging part of cargo.

Pleiades, of Belfast, and *Jane Herbert*, from Plymouth, were in collision in Garston Channel, Oct. 28. Former had shrouds and rigging damaged; latter had bowsprit broken.

Proven, barque, from Garston for Horton, in ballast, put into Dover Roads with loss of foretop mast and damage to port rigging and bulwarks, having been in collision with barque *Bluebell*, of Belfast, which vessel proceeded. Damage unknown.

Ranee, British barque, at Dunedin, took fire in port, and was scuttled in 30 feet of water.

Seaman, schooner, London for Cork, and lugger

Cosmopolit, of Deal, collided in Dungeness Bay; latter sank; crew landed at Folkestone.

Troutbeck, British steamer, from Narva for London, deals, ashore at Noften. Five of the crew lost, remainder landed at Port Kunda.

Vril, steamer, of Belfast, in entering Maryport collided with steamer *Lady Alice Kentis*, latter sustaining serious damage, several plates cut through in wake of bunker.

Walker, steamer, of London, loaded, in leaving for sea, collided passenger boat *Beatrice*, of Newcastle, at Shields, cutting her half-way through. The *Beatrice* had to be run ashore. The *Walker*, s. proceeded: damage unknown.

SHIPS SPOKEN.

Alice M. Craig, for Port Natal, Oct. 20, 46 N, 10 W.

Alexander Elder, English steamer, steering west, Oct. 14, 49 N, 32 W.

Bengal, for London, Oct. 12, 15 N, 31 W.

Brodick Bay, ship, Liverpool to Vancouver Island 54 days, July 12, 27 S, 38 W.

Battle Abbey, from Singapore, Oct. 21, 50 N, 15 W.

Berlin, San Francisco to Liverpool, Sept. 23, 11 N, 27 W.

Bankville, British barque, Pisagua to Falmouth, Oct. 12, 37 N, 33 W.

Ballochmyle, of Dundee, Tyne to Valparaiso, all well, Oct. 27, 50 N, 9 W.

County of Linlithgow, Liverpool to Calcutta, Sept. 15.

Caradoc, s. Oct. 19, off Cape Espichel.

Firth of Stronsa, Hamburg to Clyde (? Oct. 22), 49 N, 9 W.

Fairmount, British barque, bound west, Oct. 19, 49 N, 38 W.

Forfarshire, British barque, all well, Oct. 22, 50 N, 15 W.

Fulwood, ship, steering south, Sept. 16, 10 S, 29 W.

"Firholm," steering south, Sept. 5, 23 S, 28 W.

Forfar-hire, of Glasgow, Astoria to Antwerp, 131 days, Oct. 12, 37 N, 33 W.

"Gabita," British schooner, steering south, Sept. 28, 14 N, 28 W.

Hippomenes, s. of Liverpool, Liverpool to River Plate, Oct. 15, 12 N, 28 W.

Hazelbank, English ship, all well, Oct. 22, 50 N, 15 W.

Isola, of Glasgow, Sept. 29, 30 S, 48 W.

Jeanne, schooner, steering west, Oct. 26, 44 N, 9 W.

Kelverdale, New York to Shanghai, Sept. 17, 34 S, 14 W.

Lombardian, for London, Sept. 24, 14 S, 23 W.

Loch Awe, of Glasgow, steering south, Oct. 14, 7 N, 29 W.

Loanda, for Batavia, Sept. 8, 18 S, 34 W.

Marsala, s. of Hamburg, steering west, 50 N, 22 W.

Mountain Laurel, barque, Port Adelaide to Falmouth, steering east, Aug. 19, 45 S, 145 E.

Mount Vernon, 17 N, 33 W.

Mairi Bhan, London to Auckland, Sept. 28, 16 N, 28 W.

Minero, Sept. 7, 8 S, 29 W.

Nith, English steamer, bound east, Oct. 22, 50 N, 14 W.

Northbrook, Sept. 5, 23 S, 26 W.

Nova Scotia, 50 N, 11 W.

Orpheus, ship, New York to Batavia, steering south, Sept. 21, 4 N, 25 W.

Rowena, British ship, Liverpool to Calcutta 18 days, all well, Sept. 28, 14 N, 28 W.

Seafarer, Liverpool to Rangon, Sept. 16, 2 N, 29 W.

Seiriol Wyn, British barque, London to Queensland 43 days, all well, Sept. 20, lat. 23, long. 32 W.

Stanfield, New York to Plymouth, Oct.—, 44 N, 43 W.

St. Lucie, Erskine, Navassa to Carteret (N.J.), Oct. 12, lat. 39, long. 74.

St. Monan, British ship, all well, Oct. 11, 49 N, 12 W.

Swanhilda, Barry to Yokohama, Sept. 27, 15 N, 17 W.

Sierra Colonna, Liverpool to Rangoon, Sept. 5, 23 S, 28 W.

Serica, barque, of Liverpool (supposed), bound east, Sept. 20, 48 S, 177 W.

Torridon, Sept. 5, 13 S, 26 W.

Westland, Oct. 5, 3 N, 30 W, all well, by the Mamari (*).

THE death is announced of Captain Michael Murphy, who had been for many years in the employ of the Cunard Company, and at the time of his death was the commander of the *Gabia*.

IN THE DOG WATCH.

The verdict of £150 damages which has just been awarded by an Edinburgh jury to the father of an engineer who lost his life in the steamer *Deeside*, which is said to have been undermanned, will, it is to be hoped, serve to remind shipowners of Mr. Justice Butt's decision that undermanning is the worst form of unseaworthiness, and is expensive as well as dangerous.

With reference to the letter on "Board of Trade Examinations," which we publish this week, a correspondent writes:—"I am perfectly convinced that the notices quoted in it embody nine-tenths of the evils in the Mercantile Marine, but I know you will agree with me that you cannot pack your wardrobe in a handbag, nor put in a nutshell more than it can hold. The point is, what to put in that nutshell. You may easily have gathered from numerous letters signed "Inquirer," that they have all been in the direction of endeavouring to diminish loss of life at sea. The loss of life at sea question will never be grappled with till the Board of Trade system of certificates is taken in hand. All else is but touching the circumference."

The Commonwealth says:—

The Seamen's Congress which opened at Glasgow on Oct. 6, was in every way a great success; their Union is really international. The sailors seem very proud of their internationalism, and they make a special point of extending a hearty welcome to their brethren from other lands. We must say the Seamen's Union is in a thoroughly healthy state; there was a sturdy manly ring about the speeches of their leaders when they spoke of the approaching struggle with the Shipowners' Federation. There was none of that feeble flaccidity about them. Mr. Plimsoll and Mr. Cunningham Graham were both present. Although our opinions differ widely we admire Mr. Plimsoll; we can remember the desperate battle he fought for years for the sailors against the murderous greed of the excellent and worst of the capitalist classes. We remember this, and we can reverence and honour this old man who fought in the people's cause when it was not so "popular" among the middle-class as it is at the present time. We are glad the sailors are not ungrateful.

One of the most rabid of the shipowners' papers—published in Liverpool—falls foul of the Mercantile Marine Service Association, although that Association, being largely supported by the shipowning class, might expect to find favour with such a paper. Our Liverpool contemporary applied to four Shipmasters' and Officers' Societies for copies of their rules, and received prompt replies from three, but, we are told:—

Not having been favoured with the rules of the Mercantile Marine Service Association, that is supposing that such exist, we are of course forced to the conclusion that the Association feels itself too weak to incur any extension. We hear that the Liberal party in the Council are willing and anxious for progressive reforms, but the majority, composed of the less intelligent members of the Council, who, for obvious reasons, are only too concerned in maintaining the *status quo*, are bitterly hostile to the principle of direct representation and open voting. Consequently some lively scenes are enacted in the council chamber. We hear that it is very much questioned whether the Association acted strictly according to its charter in joining the Federation of shipmasters and officers without first of all obtaining the opinions of the members. This is evidently a subject upon which there should be no doubt whatever, and the sooner it is decided the better. Great fault, too, is found with the way in which the accounts of this society are audited. For the year ending Dec. 31, 1889, the total income was £2,444 7s. 2s. "Salaries, wages, commissions, etc.," absorbed £736 14s. 6d. Why "salaries, wages, commissions, etc.?" Why not separate these items?

This little sum works out to this, that the aforementioned salaries, etc., absorb 29·8 per cent. of the income.

Surely this is very unkind on the part of the shipowners' paper towards an Association so closely identified with the shipowners—

Birds in their little nests agree,
And 'tis a shameful sight,
When members of one family
Fall out and chide and fight.

As the wit bitterly observed when his uncle (the pawnbroker) declined to lend without security.

But this is not all. Even the happy family of Shipmasters' Societies which have federated to help the owners against the Seamen's Union do not escape. Says the mouthpiece of the Liverpool shipowners:—

We recently have seen the formation of the Shipmasters' and Officers' Federation. We asserted that this body was sprung upon the nautical profession without any notification. We also asserted that it is a self-elected body, and the Federation has not ventured to publish any official statement contradicting or disproving this.

So here we have it, on the authority of a shipowners' paper, that the shipowners' great ally, the Shipmasters' and Officers' Federation, is self-elected—does not, in fact, represent the shipmasters and officers as a body. This is an important admission, of which note should be taken.

After noting the rules of the Societies composing the Federation, the Liverpool paper adds:—

These rules are ample for the purpose of members residing ashore, and could hardly be improved, but for the members at sea they are practically valueless. As we lately remarked, they make no provision for recording the votes of members at sea. Consequently those members have no opportunity of expressing their opinions as to the policy pursued by the managing council.

The Federation, it would thus appear, has been formed without the great majority of the members having been consulted. Were they consulted it is highly improbable that they would be so regardless of themselves and their dependents as to imagine that being themselves *employés*, it can be their interest to take the employers' part, and put down combination among *employés*.

"Your valuable little torpedo SEAFARING, that is so much dreaded by the shipowners and traitors when it opens fire every Saturday morning." That is the latest description of SEAFARING from the pen of a correspondent who hopes to secure publicity by flattering the skipper, who, nevertheless, has had to consign the epistle to the limbo of waste paper.

The October number of the *Dockers' Record* deserves a word of notice. It consists of 16 pages of closely but clearly printed matter, containing much useful matter, including a directory to the various Branches of the Dockers' Union, stating where and when the Branches meet, and the number of members belonging to each. From this directory it appears that the Dockers' Union is 60,840 strong. Amongst the other contents there is a full report of the recent Dockers' Congress. A good portrait and short biography of John Burns, occupy the first page, and as a

supplement, there, is a sheet containing excellent portraits of Tom Mann and Ben Tillett, and the *Record* for October is certainly well worth a penny. A halfpenny is the usual price of the *Record*, which appears monthly.

Under the heading of "Imperishable Fresh Fish," we have received the following letter, which should interest not only fishermen but the public generally:—"In the month of September, 1890, upwards of 150 tons of fish were condemned and seized as unfit for human food by the Fishmongers' Company at Billingsgate alone, though this cruel avoidable waste represents but an insignificant percentage of fish sold in Billingsgate and elsewhere unfit to eat. To supply cheap healthy abundant fish food for all, rich and poor, I have long advocated the conversion of fresh fish into an imperishable food by simply bleeding before the blood has clotted; immediate gutting; cleaning inside and outside with abundant fresh flowing sea-water. Then transferring the fish thus treated to the dry, cold air-refrigerator chambers of a collecting or carrying vessel, and hence to dry air stores, as in the frozen meat trade. Where this cold dry airfreezing is not practicable, then peat moss litter, so abundant, especially in Ireland and Scotland, preserves bled, gutted, and cleaned fish fairly well. Perfectly free to all, these processes alone prevent the bacterial avoidable abominations and filth, now invariably associated with our present disgracefully dear and dirty fish supply. Moisture or ice rapidly ruins and rots fish, aiding, advancing and accelerating putrefaction with its powerful poisonous properties.—I am, Sir, yours, etc., J. Lawrence-Hamilton, M.R.C.S., 17, Burlington-street, Brighton."

From time to time capitalist papers report as having cropped up at police courts harrowing cases of oppression and foul play on the part of the Seamen's Union. To members of the Union it may appear strange that such cases never come before the Branches or the Union itself—the proper quarter to seek redress. They are always at police courts, and the victims are occasionally too modest to give their names, because, perhaps, if they gave their names their stories might be refuted.

Here, however, is an extraordinary story taken from a daily newspaper:—

At the Thames Police Court, on Saturday, a man applied to Mr. Dickinson for his advice under the following circumstances:—He was a member of the National Amalgamated Seamen's and Firemen's Union, and not being satisfied with the financial position of the Union, he wrote to, and had an interview with, the secretary. The secretary, however, would not give him any satisfaction, and applicant refused to pay any more subscriptions. Since then he had been intimidated from working at the docks, and one party of men had threatened to "put his light out." In answer to the magistrate, the applicant said he did not know the men. Mr. Dickinson told him if he obtained the names of any persons who intimidated him and came to the court at once he would grant process. The applicant said there was a secret department in connection with the Union, and the letter produced was signed by that department. He did not think any Trade Union should have a secret department. Mr. Dickinson said the secret part of the Union might mean anything or nothing. If anyone threatened the applicant he should get their names and addresses and come to the Court at once. Another applicant also complained of being intimidated by members of the same Union. Some time ago there was a dispute between the Branch to

which he belonged and the Executive Committee about some books, and the case was settled at that Court. At the annual congress applicant was deputed to represent his Branch, and since then members of the Society had abused him, and had stated that he ought to be "hung, drawn, and quartered." In answer to the magistrate, the applicant said he had not been threatened or intimidated from going to work. Mr. Dickinson told him that if the men threatened or intimidated him he should come at once to the Court.

"The Secret Department of the Union!"

That certainly is a department of which we never heard before, though we have been entrusted with a good many of the secrets of the Union, and we fancy that even its Executive Council and chief officials are similarly ignorant. Has the applicant referred to been imposed upon by a forged letter purporting to emanate from such a department, or does the department exist only in his own imagination, and did he get anything from the shipowners for making his application?

"A. B." writes to us from Havre:—"I notice that the *Shipping Gazette*, of the 18th inst., tries to extinguish the light that the *Lancet* Commission threw on our dark forecastles. This light showed the unhealthy and miserable quarters in which seamen and firemen of the British Mercantile Marine have got to spend their lives. I hope, as one of them, that this question will not be allowed to go by the board after such extraordinary revelations, and from such competent authority. There is ample material for keeping the matter alive. Interested critics must not be allowed to have the last word. Seafaring men, their friends and advisers, must do without the counsel as well as the sympathy of those who always stand in the way of any needful reform for the benefit of seamen and firemen, and are so blinded by self-interest as not to be able to conceive the hardship of the overcrowding at sea, which is so much condemned on shore, remembering also that this legal space of 72 cubic feet has to serve as hospital for a member or members that are sick—which is not very unfrequently—in addition to dormitory, messroom, lavatory, and wardrobe for wet and dry clothes. Go into the forecastles of any of our steamers on the weekly system, and see the provisions, beef, fish, ham, etc., hung up all around, even in the very bunks. Why is this? It is because no proper place is provided for the purpose, and, in fact, not required by law to be provided. The 72 cubic feet is all that is required to meet the law. No ventilation, but bad smells and dampness from which we have to suffer. We are told by your contemporary the remedy is entirely in our own hands. What irony. It is a well-known fact that although England possesses the largest and finest iron ships in the world the accommodation for the crews is among the worst of any nation. The outside of our ships, up to the very woodwork that lines the iron outside the forecastle, is magnificent to behold. But enter the crews' quarters, and here we are again around the windlass and chains, with its innumerable impediments so characteristic of British ships. In American ships, crews' quarters are in deck-houses, which always ensure light and ventilation. Having served 16 years in American and British ships, I have learned to appreciate a good forecastle and a dry bunk."

THE ENGINE SONG.

Steady and strong, rushing along,
Hark to the thundering engine song;
Oil me, and feed me, and keep up the steam,
We'll take ye as swift as a passing dream.
Let the waves bluster or tempests blow,
Over, and through them we onward go,
While the "wind-jammers," tattered and torn,
Battered and shattered, are left forlorn.
We, the stern rulers of wind and waves,
Care not a jot while old Neptune raves;
Steady and strong, rushing along,
Singing our thundering engine song.

Straight as an arrow we skim the blue,
Furnaces fed by our firemen true;
Bunkers supplied with the best of coal,
Keen supervision and firm control.
Boilers, and throttles, and gauge in trim,
Cylinders working like Titans grim,
Piston and crank, and slide, and shaft,
And every "bearing" fore and aft
Cool, and working their level best;
Gaily we ride o'er each billowy crest,
Steady and strong, rushing along,
Singing our thundering engine song.

How many knots have we run to-day?
Over five hundred I hear them say;
Whoop! for the skilful engineers!
Whoop! for the firemen! cheer, boys, cheer!
Officers brave may "con the ship."
But we are the boys who "make her rip."
Pretty she looks under press of sail,
But if steam falters, or engine fail,
Where are your wonderful greyhounds then?
Hump yourselves, bully boys, we're the men!
Steady and strong, rushing along,
Singing our thundering engine song.

Fogs may delay us for many an hour,
Icebergs loom in their awful power;
Through fog, or mist, or falling snow,
Steadily on we're bound to go.
Then is the turn of the "men on deck."
Their's to protect us from harm or wreck;
And we can trust them! their senses keen
Many a hair-breath 'scape have seen.
But, in spite of all they can do or dare,
Some fatal day we are doomed to hear
The horrible crash of our wounded side,
And the whelming rush of the ocean tide,
As down we go, stout hearts and strong,
It shall be with our thundering engine song.

NITRAM.

CRIMPING AT MONTEVIDEO.—Mr. Satow, Her Majesty's Consul at Uruguay, in his annual report on the trade of that country, writes:—"This seems a convenient place for making some observations upon the practice of crimping which prevails at the port of Montevideo. During the year 1889 there were shipped at the British Consulate-General 752 sailors—284 were discharged by mutual consent, while the number of desertions reported was 402. It may be safely inferred that these deserters, or at any rate by far the greater number of them, were among the 752 shipped on board British vessels. The practice of inducing men to desert is carried on in this port to a serious extent, and some of the persons who make their living by it are well known. The inducement offered to the men is the higher rate of wages obtainable by sailors who ship here. The profits made by the crimps are probably not inferior to the gains of this class in other places where they exist. Secondly, although by the local law deserters from merchant vessels are liable to arrest and surrender, the master of a vessel does not, as a rule, make application to have a deserter delivered up to him. He prefers often to let his men run. And it is clearly to his advantage to do this, as he can then forfeit any wages which may be due. This may appear surprising, inasmuch as by Section 253 of the Merchant Shipping Act of 1854 the balance of wages forfeited by reason of desertion, after deduction of the expense to which the master has been put in consequence of the desertion, is to be paid into the receipt of Her Majesty's Exchequer. But no such payments are ever made, for the reason that, until an action has been brought against the deserter and judgment been given against him, the balance does not become payable to the Exchequer; and no such actions are, in practice, ever brought. The master, therefore, is under no obligation to give an account of the wages and kit which have remained in his possession. It would not appear difficult by legislation to give to Her Majesty's Consuls the same power of calling on the master to render an account of wages due in case of deserters as they already possess when the men die or are discharged. Such an addition to the law would have great effect in diminishing the number of desertions, which are by no means always the fault of the men."

CARGO WORK ON SUNDAYS.

"Every man in the place works twelve hours a day, Sundays and week-days. The work went on on Sundays as on other days." Such was the sworn testimony of the superintendent of the Green Island Cement Company before the Supreme Court in Hong Kong on July 21. A brickmaker from England, engaged at £3 a week, objected to twelve hours' work on Sunday being counted as part of the week's work he agreed to do. The judge, Mr. Justice Wise, held that the contract was rescinded by mutual agreement, and that wages were to be paid till the date of the brickmaker ceasing work, but the Cement Company were to pay his law costs. The artisan was thus turned adrift many thousands of miles from home, though brought out on a three years' agreement. The matter is exciting much interest in the colony, though the judge had not one word to say as to the conduct of the Company in making a man from England, in their power, give up to them his Sunday rest, and toil under a tropical sun twelve hours each of the seven days of the week. Hong Kong opinion is getting uneasy at this state of things. It is the ordinary thing in that harbour for the officers of the steamships trading to Hong Kong to superintend cargo work on Sundays from six a.m. to six p.m., and they often have to extend their labours till about midnight, or if not working cargo after six p.m. the ship leaves port before dark, and so they have a night watch to keep at sea. In other China ports, not under British rule, a tax has to be paid for working cargoes on Sundays, so steamships are timed either not to be in those ports on Sundays or to make it a day of departure, so that it is spent quietly at sea. But in Hong Kong no money has to be paid for permission to work cargo on Sundays, and ships accordingly do so. The complaints of the over-worked officers are not listened to, and they cannot afford to resign their employment. The Hong Kong newspapers, notably the *China Mail*, have nobly taken up the hardships thus inflicted on sailors, but the agents of the shipowners and the Governor are against placing any restriction on Sunday labour afloat or ashore. The *China Mail* says salvation must come from home, meaning that public opinion at home must bring pressure to bear on the shipowners in England and on the Secretary of State for the Colonies to remove this great disgrace from the British flag and nation in a Crown colony in the government of which the working classes have no voice.—Communicated.

A FIRE, which has done considerable damage, has been raging at Mobile, where a cotton warehouse and some presses have been gutted along the river front, and several river steamers and oil mills have been destroyed.

IMPORTANT DECISION.—At the Justiciary Appeal Court, sitting at Edinburgh on Oct. 26, Archibald Thomson, 47, McLean-street, Govan, appealed against a decision of Sheriff-Substitute Balfour, of Glasgow. In the middle of July last the appellant was charged in the Sheriff Court at Glasgow with having (1) on the June 5, on board the *Sarmatian* (s), then lying in Glasgow Harbour, repeatedly requested Alexander Kane and Daniel Colquhoun to leave the vessel and not proceed to sea in her, and did threaten them with violence if they did not accede to his request, and did seize hold of Kane and attempt to drag him out of the ship, and did thus attempt to persuade Kane and Colquhoun to refuse to proceed to sea in the ship. (2.) On June 6, in a shed at the harbour, requested John Black to leave the ship, contrary to the Merchant Shipping Act, 1854. It appeared from the evidence led at the trial that the vessel, one of the Allan Line, arrived in Glasgow Harbour on June 2 from America, and that Kane and Black re-engaged verbally to sail with the ship on her next voyage. The appellant (who was a member of the Seamen's Union, while Kane and Black were not), was, it was stated, on board as a delegate of the Union endeavouring to compel Kane to leave the ship, because he had sailed in her in spite of the Union. The agent for the appellant objected that the section of the Act founded upon did not apply, and that a conviction under that section was not competent against the appellant, in respect that at the time when the offences were said to have been committed, Kane and Black had not signed the ship's articles, and were not legally bound to sail with her. The sheriff convicted the appellant of the offence specified in the first charge so far as it related to Kane, and also of the offence with reference to Black, and fined him £5. Their lordships held that the conviction was right, and accordingly refused the appeal, and awarded the respondent five guineas modified expenses.

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- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
- AMBLE.**—G. H. Guthrie.
- ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.
- ARBROSSAN.**—W. Galbraith, 59, Glasgow-street.
- ARKLOW.**—Patrick Comerford, c/o P. Bolger, Main-street.
- BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
- BARRY DOCK.**—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry; R. R. Golden, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
- BELFAST.**—R. Price, 41, Queen-square.
- BIRKENHEAD.**—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.
- BLITH.**—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blith.
- BO'NESS.**—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.
- BOSTON.**—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
- BRISTOL.**—T. J. Dancy, 41, Prince-street, Queen's-square, secretary; Captain Geo. Cawley, president; Dr. Walker, 115, New Cut, medical officer; Mr. ——— solicitor; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings, every Monday evening, 7.30, at The Ship, Redcliff Hill.
- BURNTISLAND.**—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.
- CALCUTTA.**—70, Bentinck-street.

CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary Dr. De Vere Hunt, Westbourne-crescent, Canton Bridge, near Bute Castle, medical officer; Joseph Henry Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.

CORK.—Michael Austin, 6, Patrick-street.

DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.

DROGHEDA.—James Fitzpatrick, Quay-st., Dundalk, secretary. Agent in Drogheda, John Castell, 123, Chord-road, Drogheda.

DUBLIN.—M. Bolger, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-st.

DUMBARTON.—J. McNea, Kirk-street, agent.

DUNDALK.—J. Fitzpatrick, Quay-street, secretary.

DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

DUNGARVAN.—P. Power, 5, St. Mary-street.

FLEETWOOD.—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Monday evening, 7 p.m.

GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; Mr. W. Ruthven, president; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street. Telephone 3184.

GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m.

GLANGMOUTH.—Edwin Cowie, Seamen's Union 6, South Charlotte-street, secretary. Office hours, 9 a.m. to 5 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, at 7 p.m., at office.

GRAVESEND.—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

GRAYS.—Wm. Wall 18, Charles-street. Meeting every Wednesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Albrough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.

GREENOCK.—G. McNaught, 16, East India Breast.

HARWICH.—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.

HULL.—J. Hill, Unity Hall, and 11, Posterngate, sec.; T. Carr and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. Office, 11, Posterngate.

KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Friday evening, 8 p.m., at Royal Standard, County Court-road.

LEITH.—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.C., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith.

LIVERPOOL (South End).—S. G. Brown, Malakoff Hall, Cleveland-square, secretary; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

LIVERPOOL.—(North End).—T. Connarty, 116, Derby-road, secretary; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

LONDON (Tidal Basin).—G. Firrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-square, Stepney, solicitor.

LONDON (Tower Hill).—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting every Tuesday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-square, Stepney, solicitor.

LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-sq., Stepney, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.

LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary.

LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 2, Chichester Villas; Lower-road, Deptford, secretary. Meeting, Monday evening, 7.30 p.m., at Chichester Tavern. Office hours, 10 a.m. to 6.30 p.m., and every Thursday till 7.30 p.m. R. Mathews, outside delegate, T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-square, Stepney, solicitor.

LOWESTOFT.—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.

MARYPORT.—J. Smith Elliott-yard, Senhouse-street, secretary, resides on the premises, where he can be seen at any time. Meeting, Monday evening 7 p.m.

METHIL.—Wm. Walker, Commercial-street.

MIDDLESBRO.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Benthams, Esq., 1, Nile-street, Sunderland, solicitor; William Jackson, outside delegate.

General meeting, Monday, 7 p.m., at Robinson's Market Hotel; committee meeting, Thursday evening, at 7 p.m. Telephone No. 5127.

MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Eliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

NEWRY.—D. Lennon, agent, Dublin-road. Jas. Fitzpatrick, Quay-street, Dundalk, secretary.

PETERHEAD.—T. D. Rennie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 50, Broad-st., first Tuesday in month at 8.

PENARTH.—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; J. Cox, 26, Clive-crescent, Cogau, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, Westbourne-crescent, Canton Bridge, Cardiff, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday evening, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.

PLYMOUTH.—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Nott-st., sec.; F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Friday evening, 7 p.m., at the office.

PORT GLASGOW.—G. McNaught, 16, East India Breast, Greenock.

ROTTERDAM (Holland).—C. W. Brown, secretary Office, Weter Kade, No. 2, near Sailors' Home and Shipping Office.

SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., 72, King-street. Meeting nights, Monday at 7 p.m.; committee meeting, Friday night, at 7 p.m. Sub-Branch—J. Longin, river secretary, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

SHIELDS (North).—W. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.

STOCKTON-ON-TEES.—E. Page, sec.; T. Potts, Palatine Hotel, Bridge-st., agent; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.

SUNDERLAND.—W. Lonsdale, secretary, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 p.m., at 174, High-st. East. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Benthams, Esq., 68, John-street, solicitor.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.

WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

WATERFORD.—J. Aytan, 82, Quay.

WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday evening, at 7 p.m., at office.

WEXFORD.—P. O. Dwyer, Main-street.

WHITBY.—Paul Stamp, agent, Fleece Inn.

WHITSTABLE.—J. Donovan, Harbour-street, secretary; J. Tooke, Faversham, agent.

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YOUGHAL.—J. Collins, Braun-street.

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On behalf of the Shipmasters' and Officers' Union.
GEO. T. LUCCOCK, Sec.

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NOTICES TO MARINERS.

The substance of these Notices, as soon as re-
ceived on board, is to be inserted in red ink on the
Charts affected by them; and introduced into the
margin, or otherwise in the page of the Sailing
Directions to which it relates. See Admiralty
Instructions, 1887, Navigation and Pilotage, p. 363.

(The bearings are Magnetic, and those concerning
the visibility of lights are given from seaward.)

ENGLAND—EAST COAST.

RIVER THAMES ENTRANCE.

SHINGLES SAND—ALTERATION IN CERTAIN NAMES.

Information has been received from the Trinity
House, London, dated 18th September 1890, that
the portion of Shingles sand heretofore known as
East Girdler will in future be named *West Shingles*;
and the beacon (erected in 1889) heretofore known
as East Girdler beacon, will in future be named
North-west Shingles beacon.

Approximate position, lat. $57^{\circ} 31\frac{1}{2}'$ N., long.
 $1^{\circ} 11\frac{1}{2}'$ E.

This notice affects the following Admiralty
Charts:—English Channel, No. 2675c; Dover and
Calais to Orfordness, No. 1406; North Foreland to
Orfordness, No. 1610; North Foreland to the Nore,
No. 1607; Also North Sea Pilot, part III, 1889,
pages 336, 337.

ENGLAND—EAST COAST.

YARMOUTH APPROACH.

S.W. HOLM AND SCROBY ELBOW BUOYS— ALTERATION IN POSITIONS.

The Trinity House, London, has given Notice,
dated 23rd September 1890, that in consequence of
the shifting of the sands in the approach to Yar-
mouth, the positions of the two undermentioned
buoys have been altered, as follows:—

1. S.W. HOLM BUOY has been moved one cable
eastward of its former position, and now lies in
 $5\frac{1}{2}$ fathoms, with E. Newcome buoy bearing S.W.
by S., distant 7 cables, and N.E. Newcome buoy
N.N.W. $\frac{1}{2}$ W., distant 4 cables.

2. SCROBY ELBOW BELL BUOY has been
moved one cable south-west of its former position,
and now lies in 9 fathoms, with W. Scroby Buoy
bearing N.N.E. $\frac{1}{2}$ E., distance $1\frac{2}{3}$ miles, and East
Caister church tower N.N.W., Wly.

The depths given are at low water spring tides.

(Variation 16° Westerly in 1890.)

This Notice affects the following Admiralty
Charts:—Orfordness to Blakeney, No. 1630; Yar-
mouth and Lowestoft roads, No. 1543; Also, North
Sea Pilot, part III, 1889, pages 254, 252.

SCOTLAND—EAST COAST.

FIRTH OF FORTH.

INCH GARVIE LIGHT—ALTERATION IN POSITION.

Information has been received, that Inch Garvie
light (*flashing white*) is now exhibited at the
north-west low water extreme of Inch Garvie, firth
of Forth, and is situated 100 yards S.E. of Craig
Spurry.

Position, lat. $56^{\circ} 0' 6''$ N., long. $3^{\circ} 23' 10''$ W.
This light should be left to southward on passing
through the northern arch of Forth bridge.

(Variation 20° Westerly in 1890.)

This Notice affects the following Admiralty
Charts:—Scotland, with plan of the head of Firth
of Forth, No. 2397a; St. Abb's head to Aberdeen,
No. 1407; Firth of Forth, Nos. 114a, b; Also,
Admiralty List of Lights in the British Islands,
1890, No. 308; and, North Sea Pilot, part II, 1885,
page 203.

By Command of their Lordships,

W. J. L. WHARTON, *Hydrographer*

Hydrographic Office, Admiralty, London,

18th October 1890.

NOTICE TO MARINERS.

EAST COAST.

HAISBRO' LIGHTHOUSE.

Trinity House, London, E.C.

Oct. 27, 1890.

Notice is hereby given that, with a view of
rendering the Haisbro' Lighthouse more distinctly
visible during the day time, the White Tower has
now been painted with Red Bands.

By Order,

J. INGLIS, Secretary.

NOTICES.

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paper only anything meant for publication, and
address, not to 36—40, Whitefriars-street, but to
150, Minorities, London, E.

All communications should be addressed to
ARCHIBALD COWIE, SEAFARING Office, 150,
Minorities, London, E., to whom remittances must
be made payable. (Post Office Orders at Minorities,
London, E.) The Editor declines all responsibility
for rejected manuscripts, although when stamps
are enclosed he will endeavour to return such
matter as he may be unable to use.

Communications arriving so late as
Thursday cannot be guaranteed in-
sertion.

A

COMPLETE AND SPECIAL REPORT OF THE

SEAMEN'S CONGRESS AT GLASGOW

May be obtained, price 2d., post free 3d.,
at SEAFARING Office, 150, Minorities, London, E

Seafaring.

SATURDAY, NOVEMBER 1, 1890.

OWNERS AND SEAMEN.

As predicted in last week's SEAFARING, the
federation of the various trades connected
with shipping is now an accomplished fact.
It has been accomplished by a representa-
tive gathering which assembled last Wednes-
day, in the Essex Hall, Essex-street, Strand,
London. Mr. T. Mann, of the Dockers'
Union, presided; and there were also pre-
sent: Mr. McCarthy, Mr. Haly, Mr. Foster,
and Mr. Clem Edwards, of the Dockers'
Union; Mr. Wilson (secretary), Mr. Begg,
Mr. Connarty, Mr. Flay, Mr. Griffiths and
Mr. Farquharson, of the Sailors' and Fire-
men's Union; Mr. H. Friend, of the North
of England Society; Mr. Nichols, of the As-
sociated Shipwrights' Society; Mr. Quelch
and Mr. Sullivan, of the East End Labour
Protection League; Mr. McGhee and Mr.
Wimber, of the National Dock Labourers'
Union of Glasgow and Liverpool; Mr.
Dipper, of the Tyneside Labourers' Union;
Mr. Thorn, of the Gas Workers'; Mr.
Connor and Mr. Brockwell, of the Coal
Porters'; and Mr. Wingfield, of Cardiff, for
the Riggers' and Lumpers' Union. As
these delegates were all elected by the
various Unions named, there can be no ques-
tion as to the representative character of the
meeting. It is proposed to designate the new

Association the National Federated Unions of Sailors, Firemen, Dock Labourers, Wherry-men, Miners, Coal Porters, Gas Stokers, Flatmen, Bargemen, Carters, and other kindred trades connected with the shipping industry. The objects are to secure more combined efforts by Societies connected with these industries, and in the case of any dispute between employers and any of the federated Societies to render pecuniary help to each member. Although the proceedings were private, it is known that the resolution to federate was carried unanimously, and that so far from the delegates being terrified by the threats of the shipowners, the utmost confidence prevailed as to the strength of their various organisations, and the ability of the new Federation to cope with the employers. The shipowners' papers are gleefully circulating reports of the defeat of the Seamen's Union in various places, and garbled extracts from letters purporting to show that the Union is in a very bad way, and terribly afraid as to the future. Not long ago there appeared in various papers a circular purporting to be addressed by the general secretary to the various Branches, in which he seemed greatly alarmed. How that circular got into the papers has not been explained, and it is, we are told, repudiated by Mr. Wilson. Then there is a letter from him to Mr. Friend, saying the Union is being beaten, going the rounds of the papers. The published accounts of that letter Mr. Wilson and Mr. Friend both, we are informed, repudiate. Even if the Union were alarmed, Mr. Wilson would have more sense than to advertise the circumstance to foes as well as friends. It has never been our plan to underrate the strength of our opponents; we have always adopted the wiser course of overrating it, and that the Shipowners' Federation is to be despised we have never pretended. But that there is any reason to be scared by it, so long as the seamen remain true to themselves and their Union, we emphatically deny. A federation of shipowners might, indeed, be a very good thing for the seamen, if such a federation represented all the shipowners of the country, and were wisely guided; for the Seamen's Union, instead of having to deal with a number of different individuals at different ports, would be saved much trouble by dealing with an Executive representing the shipowners as a whole. That is not the sort of Federation we have to face. The Federation of Shipowners we have to deal with does not represent the shipowners as a whole, nor does it, apparently, exist to benefit the shipowners so much as to injure the seamen. If it sought the good of the shipowners first, and not the injury of the seamen, it would be a far more powerful affair; but as it is, it cannot command the support of the best class of shipowners, while it at the same time invites the hostility of all classes of Labour, by aiming at the destruction of genuine Labour organisations. To judge by the language of some of the papers, people might imagine that owners run ships simply to give seamen employment. We all know that is not the case, and the threats of laying up ships are simply absurd. So long as it pays to run ships they will be run. When seamen make such demands that they cannot be run without loss, the owners have only to prove that to find that seamen are not so foolish as to insist on what it is impossible to concede, or to be guilty of such folly as seeking to kill the

goose that lays the golden egg. A conference between representatives of the seamen and of the shipowners could soon settle any trouble of that kind, and it is one reason why it is good that the shipowners should have a representative executive as well as the seamen. But that is not the present trouble at all. The so-called Shipowners' Federation appears to be a mere tool in the hands of a few spiteful persons whose sole object is to smash the Seamen's Union, regardless of the interests of either the public or the shipowners. For that reason alone, the Shipowners' Federation cannot be so formidable as we are asked to believe. In any case, the Federation of Seamen, Dockers, etc., will prove a formidable one, as the shipowners will discover if they permit spite to get the better of their judgment, and force a conflict on the men, who will deserve to have the support of public opinion, which counts for something.

NAUTICAL NEWS.

THE British steamer *Arisaig* arrived at Boston on Monday from Havre. The captain had died of yellow fever, and the steward was ill, but recovering. The vessel was detained in quarantine.

THE Court appointed at Thursday Island to inquire into the stranding of the steamer *Chang Sha*, of London, on Rattray Island, called attention to the fact that the chart used by the captain was incorrect according to the latest chart, and did not deal with either his certificate or that of the chief mate.

NEWS has reached Liverpool of the death of a diver, named Clayte, and an engineer, named Lee, who formed part of the salvage company which was sent out to Opobo, on the West Coast of Africa, to save the cargo of the wreck of the Liverpool steamer *Opobo*. The men were suffocated in the lower hold of the vessel.

AT Malta, a Court of Inquiry has been held into the collision between the steamer *Morglay*, of Southampton, and an unknown steamer, the result being that the captain of the *Morglay* is exonerated from all blame, while the chief mate, Mr. John Arter, who was in charge of the deck at the time, is held to blame for not keeping out of the way of the other vessel.

A BOARD of Trade Inquiry has been held at Yarmouth into the collision between the steam trawler *Lord Alfred Paget* and the trawling smack *Torquoise*, in the North Sea, near the Dogger Bank, Aug. 17, by which the *Torquoise* foundered, and her master (Bowles) and a boy were lost. The Court held that Roberts, master of the *Lord Alfred Paget*, was to blame, and suspended his certificate for nine months, but granted him a mate's certificate.

PLANS have now been prepared for a new dock at Methil by the North British Railway Company. These show a very large extension. The present dock is to be retained as it is, and the extension will begin just outside the existing dock gate. The plans show a series of locks, which will allow vessels to enter or leave at any state of the tide. There is to be a depth of 28 feet in the fairway at ordinary tides, and breakwaters are to be extended seawards on each side to 400 feet on the east and 700 on the west.

THE inquiry into the loss of the steamer *Ashdale*, has terminated at Glasgow. Sheriff Erskine Murray, who conducted it, does not believe that the owners or manager were privy to a plan to sink her, and the Court considers that in the circumstances the two mates were not in default, and that there is not sufficient evidence against the second engineer. As regards the master, the Court considers that he was in default as regards premature abandonment of the vessel, and also that the first engineer, by his conduct, contributed to that premature abandonment. Further, the Court are of opinion that it is not sufficiently proved that blame attaches to the owners and the manager. In the circumstances the Court suspends the certificate of the master for six months, and decesses and ordains the first engineer, Thomas Dearnness, to pay to the solicitor of the Board of Trade the sum of £20 towards the cost of the inquiry.

SAILORS' AND FIREMEN'S UNION.

(From our own Correspondents.)

LONDON DISTRICT.

An attempt was made to compel men, at Tower Hill, on Wednesday, to sign articles on board a ship. This the Union men, acting on instructions from the head office, refused to do, and a full crew of Union men was ultimately signed on at the shipping office. The ship referred to is the *Tainui* (s), one of the New Zealand boats.

The Tidal Basin Branch held an important special meeting, Oct. 24, Mr. Starr, president, in the chair, the general secretary being present, to consider the agreement drawn up between the Wade's Arms Labour Council and our Union dealing with the question of the employment of painters and mechanical labourers. Some 700 members were present, including two rebels, who were promptly ejected. The agreement was unanimously accepted by the Union.

In the Queen's Bench Division of the High Court of Justice, on Oct. 23, before Mr. Justice Hawkins and Mr. Justice Stephens, there was heard an appeal against a conviction by Mr. Lushington, sitting at the Thames Police Court, ordering Robert Pleasance, the appellant, to deliver up all the books and office furniture connected with the Tower Hill Branch of the National Amalgamated Sailors' and Firemen's Union, or in default to suffer a month's imprisonment. The case came before the Court by way of special case, and it appeared that the appellant had been secretary of the Tower Hill Branch of the Union, which carried on business at 23, King-street, Tower Hill, and on Jan. 14 a letter was written to him by the respondent, the general secretary of the Union, informing him that at a meeting of the Executive Council, held at Sunderland, he had been expelled, and that the ground of his expulsion was that he had been seen talking to an expelled member, to whom also he had shown the books of the Branch. It was stated that this resolution of the Executive had been arrived at without giving the appellant any opportunity of denying, as he did, the charge brought against him. A meeting was convened by the appellant, and a resolution was passed disapproving of the conduct of the Executive Council in expelling the plaintiff, and also instructing him to retain possession of all the property of the Branch. Thereupon Mr. Wilson charged the appellant with withholding the books, the property of the Union, under Section 12 of the Trades Unions Act of 1871, and the magistrate made the order complained of. For the appellant it was contended that the Executive Council had acted ultra vires in expelling the appellant, and that the property sought to be recovered not being the property of the Trade Union generally, but of the Tower Hill Branch, no order ought to have been made. It was further argued that the appellant could not be convicted, as he claimed the right to retain the property. It was stated that Chancery proceedings were pending, having for their object the restraining of the appellant and other officers of the Tower Hill Branch from representing themselves to be officers and members of the Sailors' and Firemen's Union. Mr. M. Douglas appeared for the appellant, and Mr. Tickler for the respondent. After a long hearing the Court suggested that the case should stand over until the parties had agreed upon the whole dispute between the Tower Hill Branch and the Executive Council. When that had been done the conviction would be quashed by consent, without costs.

At the Queen's Music Hall, Poplar, on Oct. 31 the new banner of the Tugboat Branch is to be unveiled, Mr. Plimsoll presiding.

LIVERPOOL BRANCHES.

At Monday's general meeting of the South End Branch, Mr. H. K. Taunton, chairman, Mr. J. Conway, vice-chairman, it was proposed by Bro. T. Fone, seconded by Bro. Blackburne, and supported by Bro. Rogers, that at the case of Mr. Murdock should stand over until Thursday night's next committee meeting, and that Mr. Shepherd, secretary for Birkenhead, should be summoned to attend same; carried unanimously. It was moved by Mr. A. J. Candler, that the resolution relating to members deserting their ships after signing their agreements, be enforced. This was seconded by Bro. E. C. Meech. As an amendment, it was moved by Bro. Gibbins, that the firemen of s.s. *Burnley* be fined 10s. each for losing their ship in Liverpool. This was seconded by Mr. C. Steel. The votes were

20 for the amendment and 3 for the resolution, therefore the amendment was carried. It was moved by Bro. J. Rogers that all members render all their assistance to our brothers in the Bristol Channel during the pending struggle. It was moved as an amendment by Bro. J. Hale, seconded by Bro. S. G. Brown, that the question stand over until after the Federation Conference has been held. The amendment was carried. The financial statement for previous week was read and adopted. It was moved by Bro. J. Gibbins, seconded by Bro. J. Rogers, supported by Bro. J. Conway, that Mr. S. G. Brown be elected as secretary of the Liverpool Branch (South End). It was moved by Bro. F. Fone, and seconded by Bro. J. Keefe, that Mr. A. Flay be elected as secretary. It was moved by Bro. Gibbins that the election take place by ballot; seconded by Bro. Fearon, and carried. The ballot being taken, showed 23 votes for Mr. Brown, and 12 votes for Mr. Flay. Mr. Brown was therefore declared duly elected. On the proposition of the appointment of a delegate to represent the Branch at the Federation Conference, to be held in London on Oct. 29 inst., it was moved by Bro. Meech, seconded by Bro. Fone, that Bro. Flay be elected. It was moved by Bro. Gibbins, seconded by Bro. Conway, supported by Bro. Fearon, that Mr. Taunton be elected. On the votes being recorded, 18 appeared for Mr. Flay, and 15 for Mr. Taunton. Mr. Taunton was therefore declared duly elected. The delegates' reports having been read, viz., by Messrs. Garrett, Flay, Rogers, Connelly and Logan, it was moved by Bro. Gibbins, seconded by Bro. Keefe, that the same be accepted, carried. A vote of thanks to the chairman concluded the meeting.

At the Bootle Branch weekly meeting, Oct. 28, Mr. P. Marmion in the chair, the first business was whether or not this Branch send a delegate to London to represent it on the Federation Conference on Oct. 29. Mr. Armstrong moved that we do send a delegate; this was seconded by Mr. Wolfe, and carried. Mr. Ryan moved that Mr. Connarty be elected to go, as thoroughly understanding the question at issue; seconded by Mr. Williams, and carried unanimously. Mr. Campbell moved that the secretary have the sanction of the meeting to take the shop, 133, Derby-road, Bootle, to be made into an office and meeting room, as the landlord of the present room wished to raise the rent and the members did not think that the room was worth any more than was paid for it at present. This was seconded by Mr. W. Williams, and carried. The firemen's delegate of the s.s. *British Prince* then brought before the meeting the case of one of the crew of that ship, who was deaf and dumb, and who was not fit to do his work and who wished to join the Union. Mr. Joe Armstrong moved that as the man was not competent, he be not accepted as a member, because such men as he only got the Union a bad name. This was seconded by Mr. O'Neill, and carried.

GLASGOW BRANCH.

At the meeting held Oct. 23, in the Typographical Hall, 102, Maxwell-street, Bro. J. McQuillan in the chair, the minutes of the previous meeting, also committee minutes, and the weekly financial statement were accepted. Correspondence was then read from D. Clement, South Shields; A. Rutherford, secretary North of England Seamen's Association; and from T. McManus, Ardrossan. Two circulars were also read from head office and discussed, which occupied the rest of the evening until the meeting closed in good order.

Under the heading of "Crimping in Glasgow," we have received a letter too long to print in full. Here are some extracts. "There is a new development in the system of crimping started here by several very energetic parties posing to be friends of the British merchant seamen, and who, I am sure, would derive great happiness if Jack would just give ear to their many pathetic wailings for the bettering of their present unenviable condition. You must understand by the word 'their' is meant in my interpretation, not Jack's present condition, but the condition of these crimps. It is something very ridiculous to notice from day to day with what perseverance these creatures stick to their work of enticing Jack, holding out such splendid inducement as rum, tobacco, and trips to either Greenock or Helensburgh, where they can be supplied with ships to their liking. This system is carried on so glaringly that it is really astonishing Board of Trade officials do not interfere. Of course, we Union men know perfectly well what is the matter, and why they do not use the power invested in them for putting down this new development in crimping. Even the severeness of the law does not deter unscrupulous persons from carrying it on. Our correspondent then proceeds to furnish a glaring case of crimping, giving names and dates. The conduct which he reports is rather for the Board of Trade

and the lawyers than for us to deal with, but we must add that his narrative reflects the highest credit on Mr. Boyd and the officials of the Glasgow Branch for the ability and zeal they are displaying in defending the interests of the seamen and the Union.

PORT GLASGOW BRANCH.

The usual fortnightly meeting of this Branch was held in the Boilermakers' Hall on Tuesday, 21st inst., Mr. John McArthur, president, in the chair. Various matters, none of which were of much public importance, were brought before the meeting and disposed of. A complaint against a member who was sixteen weeks in arrears, and who had backed out of a ship for which he had engaged, thereby depriving other members of employment, gave rise to a lengthy discussion. After nearly all the members had taken part *pro* and *con* in the debate, it ultimately became the finding of the meeting that a fine of 2s. 6d. be inflicted on the member, the fine to be taken out of the first contributions tendered. Another member was fined 7s. 6d. for having taken a ship to the Tail of the Bank, which, exclusive of himself, was manned by scabs. This fine is equal in amount to what he received for the run. The president, who represented the Branch at the annual congress, gave a most elaborate and interesting statement regarding the proceedings on that occasion, and was afterwards accorded a hearty vote of thanks for the manner in which he attended to his duties. Amid great enthusiasm the following resolution of confidence in Mr. J. H. Wilson was unanimously adopted:—"That this meeting of the members of the Port Glasgow Branch of the National Seamen's and Firemen's Union tenders to Mr. J. H. Wilson their hearty thanks for the interest he takes in their welfare, and expresses their unabated confidence in him as their leader."

GREENOCK BRANCH.

The usual meeting of this Branch was held on Tuesday, 28th inst., in the Branch's Reading-room, Mr. A. Marshall, president, in the chair. There was not a very large attendance, owing to the inclement weather, but what the meeting lacked in numbers was amply compensated for by the expeditious manner in which the business was got through. Various complaints having been lodged and amicably adjusted, the members took up the consideration of an item in the rules of order, that ought to receive greater attention than it hitherto has done, viz., the discussion of "Labour in all its aspects." The secretary, in a lengthy speech, opened up the subject, in the course of which he pointed out the principal forces that militated against labour and which debared it from reaping its due reward. The inequalities of the land system, mining royalties, what capital is and how it is accumulated, what labour is and how it is compensated, and various other phases of the question were dealt with. The members took a keen interest in the subject, and although not many took part in the debate, they expressed themselves as having added to their store of information on labour matters. The usual vote of thanks brought a most profitable meeting to a termination.

DUNDEE BRANCH.

At the usual weekly meeting, owing to the unavoidable absence of the president and vice-president, Mr. J. Gunn took the chair. The first business was the case of a new member being admitted into the Union. It was stated that the man signed in a ship as fireman, and then came to join the Union, but as he had no discharges to show, he could not be admitted as a fireman. The secretary had, therefore, to put him on the books as a trimmer, on the conditions that if he was approved of at the meeting he would be allowed to remain a member, but would have to leave the ship when she came back, and get a trimmer's job in some other ship. After some discussion, it was moved and seconded that he be kept on the books as a trimmer. The case of blacklegging by four members of this Branch, was then proceeded with. The whole case was explained by the secretary to the members, and after a good deal of discussion and cross-questioning, it was moved by B. Leonard that they be cautioned for their conduct; seconded by A. McLean, and carried unanimously. The income and expenditure for the previous week was then submitted and approved of. A circular from the head office was read relating to the Australian strike, asking the members to pass their opinion as to the proposal of sending £1,000 from this Union to help their brother Unionists in Australia. After some discussion it was moved and seconded that this Branch do not approve of sending any money to Australia in the meantime; carried unanimously. A circular from the Dundee

Trades Council was next read, asking if (or how much) they would consent to contribute towards labour representation in the Town Council. After some discussion, it was the unanimous opinion of the members present that they were in favour of such representation, and would contribute towards the maintenance of it.

DUBLIN BRANCH.

At the usual weekly meeting, held Oct. 24, Bro. P. J. Maxwell in the chair, the minutes, financial account, and correspondence were adopted. Some complaints being made, they were adjourned to to next meeting for the attendance of both parties, which will be reported next week, the remainder of the business being of a private nature. The chairman and Bro. John B. Lee, Irish organising secretary, addressed the meeting on the business.

PETERHEAD BRANCH.

The weather has fairly broken, and gale after gale is making our members slip anchor for more genial climes. The "Death Roll" in SEAFARING last week contained the names of two Peterhead young men. First, we have Mr. J. W. Anderson, second mate of the *Scottish Wizard*, who was washed overboard when on a voyage to Australia. He was a fine young fellow, and had a first mate's certificate. Second, we have Mr. A. Sammel, who was referred to the other week. Still another, Mr. Edward Napier, who was engineer on board the s.s. *Dunedin*, who is proved missing. It is surprising that the heavy Death Roll which appears in your paper, does not make more members join the Sick Fund of the Union. It is quite distressing to see week after week, applications for relief by those whose husband or father had been taken way and left them unprovided for. Seamen and firemen, as a rule, forget the extra wages they now have, otherwise they would contribute a portion to the fund. Many could easily do it, and have 20s. per month more wages than when the owners made the price of their labour. The following case comes up at our first meeting on Tuesday. Robert Grant, who calls himself an A.B., but is generally found as cook or steward, was allowed to join this Branch by pleading poverty and paying 5s. as part entrance-fee. It turns out he left for the south the day he joined, and before many days he turns up here and goes on board a non-Union schooner, after being cautioned by the captain that if the Union interfered with him he would be discharged without any wages. The secretary being informed, had an interview with the man and master. The upshot was that his case was sent in writing, and a reply demanded by the secretary from Grant. This having been refused he will be summoned to the aforesaid meeting, and being the first refractory member will doubtless be severely handled. The s.s. *Crothie* has been here, and the crew were paid for the first time the rise of wages which was verbally promised by the master to the men through the secretary. One of the crew remarked during the dispute that nothing would please him but new articles, with 32s. 8d. filled in instead of 30s., as he had been *done* before. Well, he has not that to say about Captain Kennedy—masters are not all "black sheep." The rise of wages for our seal and whale fishing members has given great satisfaction, not only to the members but wives and families, who have been brought to starvation point by low wages and risk of getting a voyage. The feeling here is that harpoon-men, boat steers, and line coilers, and A.B.'s and firemen, shall all have the same monthly pay, but different proportions of oil, skin, and whalebone money, according to ability. Of course they don't expect to get it without some trouble, only there is a way out of it. If they don't get it they can be immediately put on the strike list and sent off to the first shipping port and get £4 15s. per month or 32s. 8d. per week. This looks far brighter than a risk of getting £3 or £2 5s. per month. The fishing has ruined Peterhead, both capitalists and seamen. Of course we must "pull together" with Dundee, and that immediately after the Davis Straits ships arrive who have on board members, and if they are as good stuff as those who are ashore now, one blow is quite sufficient to get more pay for Greenland than anywhere else, there being more risk and greater wear and tear of clothes. In fact, I believe that many are so disgusted going to Greenland that they will not turn up by leaving good berths to go at any price. They would be justified in doing so.

MIDDLESBROUGH BRANCH.

At the general meeting on Oct. 27, there being a good attendance of members, it was decided to accept Mr. T. Coates as an ordinary member, on the production of the necessary service, he being an old seaman. John Paul, an old member, who was run out, was allowed to join again on paying the usual entrance fee. J. Baines, late of the s.s.

Barcelona, was then allowed to join as a trimmer, on showing that he had been to sea in that capacity. The minutes of the previous meeting, after being thoroughly discussed, were confirmed, also the minutes of two special meetings. The secretary then read a letter from Samuel Plimsoll, Esq., thanking the Branch for the action they had taken in securing the excellent photographs of the s.s. *Mercurio*, of Leith, with her deck load showing well to the fore. Also a letter from the marine engineers of West Hartlepool, returning thanks for assistance in the case of a dispute with them in Middlesbrough. A vote of thanks was passed to the editor of *Reynolds's Newspaper*, for the support given to the Seamen's Union, in an article pointing out to all classes of people, and seamen in particular, the necessity for combination of all trades, and pointing out that in all cases moderation should be used, before extreme measures were adopted. A hearty vote of thanks was passed to the Glasgow committee and members, and their able secretary, Mr. Boyd, for the hearty welcome given to our delegates to Congress, and also for the proud honour conferred upon one of our members, Mr. Robinson, by his election at the head of the poll for the Executive Council. After a discussion upon the proposed federation of all workers connected with shipping on the River Tees, it was decided to adjourn the debate until we see what action the stevedores are going to take.

LEITH BRANCH.

At the general meeting Oct. 21, Bro. Robertson was appointed chairman, and Bro. Allen vice-chairman. After the usual routine business had been transacted, and correspondence read, some discussion followed on the letter from the general secretary, with reference to the men sailing in the s.s. *Geneva*, and the Branch secretary was instructed to continue the correspondence. A letter from the local secretary of the Fishermen's Society (Mr. Barker) who was present at the meeting, having been read, and Mr. Barker having explained the case, which was in reference to the firemen and engineers of the steam trawlers, it was unanimously agreed that the letter be sent to head office for consideration. The outside delegate's report was read. The delegate lodged a complaint by the crew against the cook of the s.s. *Sicilian* for being incapable of doing his duty on sailing-day, and thereby causing some disturbance on board the said ship. It was agreed to consider the matter when the ship returns. It was reported that the member who refused to go in the s.s. *Dunedin* had since backed out of another vessel, and as this custom is getting too prevalent here, and puts everybody to a great deal of trouble, as well as getting the Branch a bad name, it was agreed that he be summoned to the next general meeting. The question of holding a soiree was next brought up, and it was unanimously agreed that one should be held, and a committee was appointed to inquire the vacant dates and terms of the halls in the town. Men are very scarce at present in this port, and the greatest difficulty is experienced by captains in obtaining crews. Regarding the collision between the *Deeside* and the *Ludgate Hill*, which case came up before Justice Butt some time ago, when he severely commented on the unseaworthiness of the *Deeside* through undermanning, an action for loss of life has been taken up, and the proceedings and evidence closely watched by our Union, on the part of the engineer's father (Mr. Rae, of Aberdeen), and came off in the Court of Session at Edinburgh, at which Mr. Smith (Leith secretary) attended every day, and rendered all assistance necessary, by order of our general secretary. Some beneficial points regarding side-lights to be carried on board ship, and the number of hands in each watch, were brought out in the evidence by old and experienced shipmasters from all parts of England and Scotland. It is not necessary to go into details of the evidence given, nor of the names whom given by, but simply to read the case as reported on page 3.

SOUTH SHIELDS BRANCH.

At the usual general meeting held at the National Union Hall, Mill Dam, the president in the chair, correspondence was read in connection with the Australian strike, asking help, and it was moved that we give them a loan of £1,000, and that the secretary notify the head office to that effect. This was carried. A complaint was made by the secretary about James Greaner not joining the s.s. *Cordova*. He contended that any man who had signed, if dissatisfied with the ship should give in his notice in the proper way, and not have the ship stopped, and, therefore, according to our bye-laws he should be fined 5s. for the first offence. It was reported that 26 new members joined during the week, that three members were on the sick list, and that there was one death claim for a member's wife of £4. The secretary stated that he had asked the two candidates for the Council to attend the

meeting and give their views to the members, and it was agreed that the gentlemen be admitted. Mr. C. D. Miller, the Trades Council candidate, came on the platform along with Mr. Grant, another candidate, and both addressed the meeting at some length. The secretary moved that the members of the Branch do all they can to return Mr. Miller and Mr. Grant at the top of the poll. This was seconded by Bro. J. Logan, and supported by Bro. G. Cowie, and carried with three hearty cheers. A vote of thanks terminated the meeting.

NORTH SHIELDS BRANCH.

At the usual weekly meeting, Oct. 27, there was a fair attendance of members, the president in the chair. It was reported by the secretary that 21 new members were enrolled during the week, which was considered a very fair week's work. The quarterly statement was submitted and approved, showing an income of £584 4s. 10s., which was exclusive of non-locals, which on an average amount to about £15 a week, and showing an increase of 320 members for the Branch besides members joined for other Branches. This was considered a good round number. Correspondence was read, and amongst it a letter from Mr. Thompson, asking the secretary to find out the wife or nearest relative of a deceased seaman, which the secretary succeeded in doing. There was some discussion carried on about the municipal election, and it was decided to support Mr. James Robinson as the working-men's representative on the Town Council.

SUNDERLAND BRANCH.

At the usual weekly meeting, Mr. T. W. Airson in the chair, the secretary read several letters from various Branches, also from the Executive Council, and an appeal from Australia. The Branch decided unanimously that the Executive be empowered to make a loan of £1,000 to them. Trade has been much brisker at this port during last week. It was decided that bills be printed to give to members, to inform them that they were not to sign articles to be paid off on the Continent, but were to see that they signed to be paid off in the United Kingdom, and not allow themselves to be paid off on the Continent unless they received three months' wages. The shipowners say that they do not want to break up the Seamen's Union. What a poor way to try and deceive everybody. Perhaps the owners will break themselves in the attempt. The seamen here seem to be determined to beat the owners, if they attempt to smash the Union.

NEWCASTLE-ON-TYNE BRANCH.

At the general meeting, Oct. 24, Mr. Nicholson explained that Mr. Mansell, the secretary, was absent through illness, and that the first business of the meeting would be to elect a chairman. Mr. Dunn was unanimously elected as chairman. The minutes having been adopted, Bro. Gibson asked if Bro. Nicholson could tell how much ready money was taken at the door of the concert held for the benefit of the men injured on board H.M.S. *Katoomba*. Mr. Nicholson, in reply, said that he did not know, but Mr. Mansell would know. The correspondence was then read, and a letter was read from Mr. Wilson regarding a proposed loan to the Australian Strike Committee. After a short discussion, it was unanimously agreed that the proposal be postponed till next meeting night. Bro. Douglas then made a complaint regarding a member of the Branch who has been off work for six months, and said that he would like to see a subscription raised for his benefit. Bro. Nicholson said that he was receiving sick pay. A discussion followed, after which the meeting terminated with a vote of thanks to the chairman.

A YEAR'S SHIPPING AT LIVERPOOL. A comparative statement has been prepared showing the number and tonnage of vessels which have paid rates to the Mersey Docks and Harbour Board, together with the amount of rates and dues received on ships and goods, for the year ending July 1, 1890. From this it appears that the total number of vessels that paid both dock tonnage and harbour rates was 23,633, or an increase of 971 on the preceding year, and that the tonnage was 9,654,050 tons, or 362,042 tons more than in 1889. The dock tonnage and harbour rates amounted to £458,869, or an increase of £13,942 on the previous year; the dock rates and goods amounted to £349,921, as against £331,945 in 1889; and the town dues on goods reached £261,032, or £9,471 more than in 1889. The grand total, including graving dock rates, gridiron rates, and dock rent, amounted to £1,110,057, as against £1,062,505 in 1889. This amount includes the accounts of the conservancy account, which amounted to £39,634 as against £37,882 in 1889.

CORRESPONDENCE.

FISHERMEN AND THE UNION.

To the Editor of "Seafaring."

DEAR SIR,—Would you kindly allow me a few lines in our little clipper with reference to a resolution passed by the Peterhead Branch, reported in SEAFARING of Oct. 18, that a fisherman not twelve months in a sailing ship could not join the Union and Union men would not sail with him. Now I wish to know how a fisherman can join the Union at all in that case, as no Union men will sail with him if he is not in the Union. Is it the intention of our friends at Peterhead to compel the fishermen to consort with non-Union men for twelve months because he wishes to change his occupation? If not, will someone kindly inform me how he is to qualify himself to become a member of the Union on those terms? Inserting the above may be the means of sifting out this Peterhead problem.

ALBERT E. TUDOR.

No. 583, Burntisland Branch.

ASSOCIATED MARINERS' SOCIETY.

To the Editor of "Seafaring."

SIR,—Allow me through your columns to intimate to all seamen who may have joined the above, the final settlement come to as to the distribution of the small amount of funds that were left over in treasurer's hands, namely, £1 18s. 7½d. Eight-and-sixpence was given back to one of the members' daughters, who had paid his contributions long after we saw it was a failure as a Society, the rest being handed to the Glasgow Trade Council for to assist any new Society on a future occasion. I will be glad to give any further information to anyone interested who may write me for same. I enclose you a copy of the rules we worked under.—Yours respectfully,

GEORGE WALLACE.

134, Aitkenhead-road, Glasgow,
Oct. 20, 1890.

SUNDAY WORK.

To the Editor of "Seafaring."

SIR,—I enclose you a cutting which you will perhaps, find space for in SEAFARING. It treats of a subject of which the vast majority of the British public are in ignorance, viz., the manner in which our English ships are worked in foreign ports on Sundays, and I believe if it was thoroughly ventilated, would put a stop to this; in the first place, by a list of all ships working cargo on Sundays in foreign ports being published in SEAFARING, also the names of the ports in which they were working cargo. Not only is the Sunday same as a week-day in the East, but also in the Continental ports near home, where permits have to be obtained from the port authorities. It appears to be considered by our shipowners that a Sunday when the ship is not at sea, or working cargo in port, is a day lost, and this under the flag of a nation which is sending missionaries to all parts of the globe to convert the heathen! Surely hypocrisy could not go further! Here, in Calcutta, I have seen men working on Sundays on Government stores, and though the town bricklayers, painters, etc., are working away the same as on any week-day. Then on the rivers lighters are moving in all directions, and winches and cranes on steamers are as busy as on any other day in the week. By all means let some steps be taken to put an end to this. Publicity will do a great deal, and I trust, Mr. Editor, you will take the matter in hand in your usual style.

I am, yours truly,

Calcutta, Sept. 2, 1890.

AN ENGINEER.

The following is the cutting referred to:—A correspondent who has much to do with "those that go down to the sea in ships" in this country writes to the *Madras Mail* as follows:—"Different nations have, generally speaking, different customs; but it is very seldom that we find the same nation having two separate customs in different parts of its empire. The particular point that engages one's attention on this subject at present is the different ways of observing the Sabbath in the English dominions, more especially amongst the marine population. Beginning, as is right and fit, with London and Liverpool, it will be observed that as 12 o'clock Saturday night strikes, so work ceases all through those huge docks, and from the thousands of vessels lying therein not a sound of work is to be heard after that hour. Now go West, to the ports in Canada and even in America, the same observance of the Sabbath will be found. On the way out to India take Aden and Colombo, and there again, unless the steamer in question be a mail steamer, no work is allowed. Go farther east to Penang, Singapore, and Shanghai, and you will still find that the mariners are allowed a

day of rest. Why is this? Simply because the extra charges for Sunday work are placed so high that no ship can afford to work unless she is bound to time. But it has been left to India, one of the brightest jewels in the English Crown, not only to allow work on Sunday, but to facilitate it; not to take steps to stop Sabbath breaking, but to assist it. Now this is not written needlessly, but knowingly, for by one of the last Government orders, the moderate charges that merchants had to pay for the privilege of breaking the Fourth Commandment have been done away, and mere nominal charges substituted. The old charges were nothing in comparison to the charges in the afore-mentioned ports, and why merchants and shipowners should be allowed to do in this country what they could not do in the old is strange; also why seamen and officers of ships, and also the officials on shore, should be denied their rest on the Sabbath is strange. Not only is it strange, but it is against the national laws; it is against the law of that National Church which we profess—and yet we call ourselves Christians. Our nation is to convert the heathen. To what, may I ask? To calling themselves Christians and breaking the Commandments? Strange Christianity this, and it must be a very peculiar Government that will allow such anomalies. Surely one law should govern one nation in these matters. But any real, deep thinker will see the strange anomaly that exists when in the Crown Colonies no work is allowed on Sunday, and in India work is not only allowed but encouraged."

GRIMSBY COD FISHERS.

To the Editor of "Seafaring."

SIR,—Having read the paper called SEAFARING lately, I was struck by seeing the impositions the trawl fishermen have had to put up with, and glad to hear that they are letting the world at large know it too. I will just try and let strangers to the Grimsby cod fishing trade know how this is worked. We, like the trawlers, are divided into two sections, viz., steam and sailing vessels. The steam vessels are sent away from here to the Faroe and Iceland fisheries, running to Iceland as long as the weather will permit them doing so. When the weather is too bad they stop at the Faroe Islands (a long distance from Grimsby), encountering, very often, very bad weather on their journeys to and from their fishing grounds. The steam vessels are no great size, running from 50 to 100 tons register, if I am not mistaken. But not having experience in steam vessels, and not caring to be made a stoker, I will deal with my own craft, the sailing vessels. They, like the steamers, have to go far afield for their voyages of fish, distances ranging from 50 to 900 miles. The skipper gets 9 per cent. of the voyage's earning, after it has been sifted of little expenses, that is chests for live fish, and the 5 per cent. trick for selling the fish. Next in command is the unfortunate mate. On him rest the cares of vessel. Fish down the hold, live fish in the well, a fish on the Iceland voyages. The mate has to see that the running gear is all fit for its different uses. In fact, he holds a prominent position aboard the vessel. He has got the advantage over a man by having the honour of being a mate, and getting 3d. and 7 of a penny extra for his trouble. Reader, ask yourself the question whether it is worth more than two patty shillings per week for looking after all that which the vessel is to make her yearly income by, trusting only to snack owner generosity for a tip as they call it. You cannot blame the owners for this, for if their crews are satisfied, it is to their interest to be the same, yet you hear complaints among ourselves of this same thing. But for this last ten years it has not been publicly protested against, because it has been, and is now, "If Bill will not do it, Bob will;" so anyone can see that there has been no combination in this trade at all. But I hope our brother fishers in general will now look at combination and see what it has done to nearly all other trades. Look at the Sailors' and Firemen's Union. Through it the seamen are better paid. Some of the readers of your paper perhaps are not aware that we fishermen of Grimsby are accused of having in our ranks 75 per cent. that are not fit for their position in the trade. That has been published in papers that we read, but I am glad to say that absurd charge has been treated with the contempt it so richly deserves, for a novice would see that the man who said so made a great mistake. But you cannot get the truth from some of the men that have passed out of our own grade of life in the fishery. Wishing that men who have not joined our Union will do so at once, so that right can fight against might,—Yours, etc.,

MAST HEAD LIGHT.

CREWS' SCALE OF PROVISIONS.

To the Editor of "Seafaring."

DEAR SIR,—I have read with the greatest pleasure your recent article on this subject, and by way of adding my humble tribute of testimony to the able and comprehensive letter which appeared in last week's issue thereon, signed "Look Round," permit me to enclose a few verses composed by an old ship-mate of mine while sailing together out of London some years ago, which not only fully endorse the statements made by your correspondent, but go a little further in particularising the general routine of life which obtains on board an ordinary cargo steamer at the present moment. Many of your stay-at-home readers may be disposed to think the picture presented in those verses a bit overdrawn, but let me hasten to assure them that it is no "poetic fancy," but the simple, unvarnished truth, as is being only too conclusively proved in the daily experience of the seafaring class. Bespeaking, then, a kindly welcome for my old friend's verses in the pages of your valuable journal, and thanking you in anticipation for their insertion,—I am, yours in unity,

Glasgow, Sept. 30, 1890.

R. M. B.

THE FIREMAN'S YARN.

AN OWER TRUE TALE.

The steamship —, bounding o'er the sea,
Appears a noble sight to those on shore,
But on her deck a crew of half-starved slaves
Present a picture you might well deplore.

Listen, and let imagination rove
Free and unfettered, just for minutes two:
In that short time I'll undertake to prove
That what is only far too true.

'Tis twelve o'clock. The sun, with fiery glow,
Eastward directs his beams with flaming wrath;
A half-starved stoker now must go below
And revel in a sort of Turkish bath.

Fleeshless and wan, how phantom-like he seems;
Cool would he keep, but that's beyond his power;
See! down his breast the perspiration streams
Like mountain torrents swelling with the shower,
He cleans a fire, O Phœbus! that's a task
A fiend would shun and ask to be excused;

Oh, gentle pity, in thy name I ask,
Was man created thus to be abused?
Meanwhile, his shipmates wait their daily meal;
Each round the table waits, with anxious stare;
Strangers they are to mutton, fish, and veal—
But stop, and I'll rehearse the bill of fare.

First comes a dish of pork, with sort of peas;
A rich repast, 't would make a monarch glad;
Such tempting pork would make Mahomet sneeze,
A savoury slice would drive the prophet mad.

Now, each sits down before his half-filled plate;
They eat in silence, for they know 'tis best;
For half-cooked pork is bad to masticate,
And salt horse scarce an ostrich could digest.

A friendly bottle next he grasps with care,
Perhaps you'll think 'tis rum, "our nation's
curse,"

Oh no, 'tis water, brought from Lord knows where,
Mingled with debris foul, or something worse.

Next comes the "ten" upon the dismal scene,
That grateful beverage which your wives love
dear,

Appears like water that has lately been
In some foul gutter, or a dung-hill near.

Now for the biscuits—miscalled wholesome bread—
Altho' a voyage their brittleness has marred,
The stone which struck Goliath's noble head
I'm very certain was not half so hard.

Britain confess 'twas but an idle boast
That slaves beneath thy banner ne'er should
tread,

Thy praise thy seamen scarce can sing or toast
While thus denied each day their daily bread.

Remember captains, too, when quaffing wine,
When Nature gave us mouths she kindly meant
That all alike on wholesome food should dine,
And food for all by Nature has been sent.

My inspiration flags this weary task,
My starving muse no longer can endure,
So farewell, captain, may thou never ask
A pauper's pittance at a stoker's door.

A. BEATTIE, Fireman.

BOYCOTTING AT TIDAL BASIN.

To the Editor of "Seafaring."

SIR,—It having come to my knowledge that there are several false reports circulated in reference to the bill taken out of my window, it is untrue to say I took the bill down. I declare solemnly that

I did not see the man that brought the bills into my house, neither did I see the bill, therefore it would be impossible for me, under the circumstances, to have insulted the man (as stated in false reports), and through him the Union. I do not know who has put those false rumours about, as I always have been on good terms with the working man, unless it is a few of the men that I do not serve in my house through their previous misconduct. Trusting in justice to me you will insert this letter in your next issue, and oblige, yours truly,

A. BYWATER.

Railway Tavern, Tidal Basin.

ENGINEERS AND ENGINEERS.

To the Editor of "Seafaring."

SIR,—Of late a few letters have appeared in SEAFARING regarding the action of the Marine Engineers' Union refusing to allow men who have not served their time in a fitting-shop to become members of their Union. It is a well-known fact that there are hundreds of so-called shovel engineers, or men who have risen from the stoke-hole, holding first and second-class certificates of competency, who have risen by their own industry and good behaviour to the position they now hold, and for them to be barred from becoming Trade Unionists is a great hardship to them. Again, this action of the M. E. Union prevents anyone going to sea in the capacity of a fireman rising to the position of an engineer. The reason they give is that only fitters would be able to do repairs in case of partial breakdown. But we must contradict this, as who would know the best way to carry on the work required with only the limited tools and materials at their command—the mechanic who has served in the shop with plenty of labour-saving machinery, or the man who has already learned the lesson as a fireman under similar difficulties? Seamen have every opportunity if they pass the required examination to become shipmasters, and the Shipmasters' and Officers' Union would gladly welcome them into their ranks. But firemen must, according to the rules of the M. E. Union, remain a fireman, or at most a donkeyman, to the end of the chapter. Fitters do not seek to become drivers of other engines, such as locomotives, and if they stick to the old maxim of every man to his trade, let them leave marine engine driving alone and only do engine building and repairing. If they do not agree to this and allow us a chance to rise in our own profession, we should withdraw our support from them. They are the first, if they are in any difficulties regarding the number of engineers carried, or for an advance of wages, to call on the seamen and firemen to help them, but if called upon to assist us, would refuse to do so. We, the donkeymen and firemen of the different Branches, beg that resolutions may be passed at the various Branch meetings, protesting against preventing a fireman from rising in his occupation, and petition the Executive Council to demand an agreement granting us this privilege, before we consent to further fight their battles for them. The utmost publicity should be given to this question, for in these days of increased education, it is nothing but right that every man should have his chance to rise, and we the members of the N. A. S. & F. Union, should not be crushed by the arrogant dictators of the M. E. Union, who usurp and want to keep for themselves the jam and leave the outside crust for us. Hoping you will find space in your valuable columns to insert this at as early a date as possible.—I remain, yours in unity,

DAN MCCARTHY.

UNDERMANNING.

To the Editor of "Seafaring."

DEAR SIR,—A word on the manning of steamships at the present day. Ten years ago a steamer carrying from 950 to 1,150 tons of cargo used to carry six A.B.'s and a carpenter, and a few carried also a boatswain. That was when the ships were making 30 per cent. for the shareholders (the managers themselves only know what the ship was making for them). Now, Sir, a large number, if not nearly the whole, of our Bristol Channel fleet is built by subscriptions, that is, the capital required to build or buy a steamer, or steamers, was got together by farmers and a large number of working men in £10 shares, some of them by £50, others by £100 shares. The promoters of some of these Companies guaranteed the subscribers 5 per cent. upon all money they paid in during the construction of the ship. In some cases they experienced great difficulty in raising the required capital. Then they had to pay men to stump the country for them, urging people to take shares, at the same time promising them great things and great divi-

dends. Now, Sir, we will suppose there are two Companies floated. The first Company is composed of four shareholders, ship costing sixteen thousand pounds when she was handed over from the builders, consequently each man is represented on the Company's books as holding £4,000 worth of shares. These four men had the money in hand when they gave the order to have the ship built. They were not compelled to pay 5 per cent. for money during the construction of the ship, nor had they to pay any commission to men for stumping the country for them. The second Company is composed of two managers and two hundred shareholders. This ship is built by the same builder, and upon the same lines, also costing £16,000, but the promoters of the concern have paid 5 per cent. upon the money, and a commission upon all shares got for them by other people. Now the builder's price for these two ships when handed over by him to the companies was £16,000 each. The first ship is represented on the Company's books as costing £16,000, and upon that sum she has to earn and pay a dividend. Now, Sir, although the builder's price for the second ship was exactly the same as that of the first, yet, owing to the way that the money was obtained, she is most likely represented on the Company's books as costing £18,000; consequently she has to earn a dividend on £2,000 more than the first ship. Their earning capacities being the same the second ship can't pay the same dividend as the first, and here it is where the cutting and contriving begins. The managers of the last-mentioned ship, and shipping concerns got up under similar conditions, own very little in the ships themselves—just sufficient to ensure them the management of the concern. It seems that they have found out that it pays better to speculate with other people's money than with their own, they being paid so much per annum and so much per cent. This class of shipowners is the very worst that the sailors have to deal with. Ten years ago, when 25 to 30 per cent. dividends were declared, things went all right, but when the freights came down, the carpenter was the first that had to be dispensed with in the class of ships I am alluding to. The next move was to take one sailor off the deck, leaving the crew five. Next they reduced their wages to 26s. per week; next they paid all hands off as soon as the ship was in berth, the mate having charge of the ship by day, the second mate by night. So you see, instead of those men earning 26s. per week, they only earned about 20s. Then the freeboard was curtailed. One steamer when she came out had 2 ft. 6 in. freeboard; now she has 1 ft. 9 in. after she has reached the age of seven years. When we sign articles there is always a clause inserted in the agreement that the crew shall be deemed complete with, say, 16 hands all told, of whom four shall be sailors; 19 being the number that he has engaged. Now, Sir, you see 19 hands all told is the number actually required to work the ship, I am speaking now of a ship carrying 2,000 tons and upwards, still you see by inserting that clause in the agreement the captain can legally go to sea with the 16 men without taking any notice of any protest from the men or anybody else, as regards the ship being undermanned; and allow me to tell you, Sir, they are not slow in availing themselves of that same clause, especially abroad, two men and a second mate being considered quite enough for the safe navigation of a steamer carrying from 1,000 to 1,500 tons, either by night or day. It requires to be looked into.—Yours truly,

A SEAMAN OF 22 YEARS' EXPERIENCE AT SEA.
Newport, Sept. 29, 1890.

BOARD OF TRADE EXAMINATIONS OF MASTERS AND MATES.

To the Editor of "Seafaring."

DEAR SIR,—Whenever the question of loss of life at sea is approached from the point of view of seriously desiring to diminish it, there are two official announcements respecting these examinations, to which, by your favour, the attention of all concerned, is directed. They are as follows:—(a) A second mate must be not less than 17 years of age, and must have been four years at sea. Summarised: The educational standard for this officer is that he should write a legible hand, must have a competent knowledge of the first five rules of arithmetic, and that his spelling should not be disregarded. Cooks, stewards, carpenters, etc., will be required to satisfy the Board of Trade that they have a good knowledge of seamanship. This may possibly be proved by the production of satisfactory certificates from masters with whom the applicants have sailed. An officer of the Royal Navy desirous of being examined for a certificate as second mate must produce satisfactory evidence of four years' service at sea, or that he has attained the rank of acting sub-lieutenant. (b) An extra master's

examination is voluntary, and intended for such persons as wish to prove their superior qualifications, and are desirous of having certificates for the highest grade granted by the Board of Trade." In their incidence, the above are submitted as inexpressibly treacherous, and eminently pernicious to the mercantile marine as a profession; embodying, as they do, the system: that "A part is equal to the whole," and that "The lesser contains the greater." As contributory causes to loss of life at sea, they are entitled to a prominent, if not the very foremost place in the wreck abstracts periodically issued by the Board of Trade. On the authority of Lord their of Preston, the number of persons who lost Stanley lives at sea, exclusive of passengers, between 1871 and 1887 was 25,548.—Yours respectfully,

P. E. LeCOUTEUR.

69, Leadenhall-street.

A MODEL SHIP FOR OUR MEMBERS.

To the Editor of "Seafaring."

SIR,—The Congress is now past, but the business-like manner and the earnestness with which its members took up the debates, and held up their commission, will never be erased from my mind. I must admit that I left for Glasgow rather prejudiced. This might have been the outcome of private correspondence, owing to the part which I have taken in helping those who until lately never thought of bettering themselves, or it might have been the influence of committee men, who think that a hon. treasurer of a Conservative Club should not support such establishments as Union organisations. Be that as it may, the veil fell off my face when Mr. Irvine, of the Tower Hill Branch, got his reply from the general secretary, and all doubts immediately vanished when I saw the battered faces of Messrs. Darby and Co. outside the Waterloo Rooms, having fully satisfied myself that this Union is honestly working for the seafaring class, and managed by an Executive selected by delegates from every Branch, who have the co-operation of the well-tried officials, who are also annually appointed. It is to these I wish to make a suggestion. It has been hinted more than once that we do not know what we want. The more we get, the more we wish, thereby admitting we have got more than we had, yet what has been procured at the point of the bayonet is only a small instalment of what we will demand to be on equal footing with tradesmen who work on shore for more wages. While admitting we have the finest and strongest built vessels afloat, yet it cannot be denied that there are vessels in the West India trade, in the timber trade, and in the foreign coasting coal trade that are nothing but floating miracles. What I wish to see is a vessel, either sailing or steam, either built or bought by the Union and fitted out and manned, and provisioned, and sailed, and the crew paid the wages which would be the standing wage for similar vessels in the same trade in which the vessel may be chartered. This would show the shipowners what we wish, so that ignorance in the port may be abolished. The question may be asked how is the money to be obtained? Well, let us understand we don't intend to become shipowners unless we are forced. We have now 85,000 financial members. Make this "model vessel" on the limited liability system, in £1 shares. There would not be 5,000 members from Bristol Branch to Peterhead Branch who would object to go in for one or more shares, leaving £80,000 to start a model vessel, in which I'll do my mite and get a few hundred disposed of. If the Executive should consider my suggestion worth taking up, it would be a new departure, and an example which many owners would follow.—Yours, etc.,

OSYTH.

MISSING.

To the Editor of "Seafaring."

DEAR SIR,—I see in your issue of Oct. 4 in the Death Roll the name of Davison, J., fireman. My son's name is Jonas Davison, supposed to have shipped on board the *Chicago* on or about Aug. 16, from London, and having not heard anything of him since, it has made us very uneasy. If you can give us any information more concerning it, you will extremely oblige his anxious father and mother.—I remain, yours very truly,

J. DAVISON.

68, Peppercroft-street, Gravesend, Kent.

Beyond the information given in the Death Roll we cannot, as a rule, give any further particulars. In this case our correspondent's son is obviously not the J. Davison mentioned in the Death Roll, as that J. Davison is stated to have been aboard the *Baywater*, which has been missing since March. Perhaps some of our readers can inform his parents where Jonas Davison is.—Ed. SEAFARING.

THANKS.

To the Editor of "Seafaring."

DEAR SIR,—I, on behalf of the men concerned, heartily thank Mr. Isaac Scott for his services in connection with concert that was held for the benefit of the men injured on board H.M.S. *Katoomba*, he having received no payment for his services.—Yours truly,

WILLIAM NICHOLSON,
Outside Delegate to Newcastle Branch.

HORNSBY AND IRVING.

We have received a letter signed "George J. Hornsby," stating "no offer of any description was made by me to George Irving as stated by Wilson."

TO CORRESPONDENTS.

SUNDERLAND MEMBER, Joseph McKernan, s.s. *Belgravia*, and 37 + 2277.—To notice the persons you refer to would only give them a free advertisement. Many thanks for your kind wishes.

CREW of the s.s. *Taroba*.—No letter dated Naples, Sept. 13, received from you.

Several letters are held over for want of space.

MASTERS' AND MATES' EXAMINATION.

A GRADUATE prepares Candidates for the above in Navigation and Nautical Astronomy, the science also taught midshipmen and apprentices Individual attention. Terms moderate. Address—3, Princess Terrace, Greengate, Barking-rd., London, E. Convenient to the Docks.

BRISTOL BRANCH.

The above Branch is removed from 45 to 41, Prince Street. Union flag hoisted. All communications please address "41, Prince Street, Queen Square."

T. J. DANCEY, Secretary.

TO THE FISHERMEN OF GREAT BRITAIN & IRELAND.

The Executive of the National Federation of Fishermen of Great Britain and Ireland recommend all Fishermen who wish to protect their interests and improve their position to buy and read the Weekly Newspaper called "SEAFARING," which has done so much to make the Sailors' and Firemen's Union the great success that it now is, the said newspaper having undertaken to advocate the cause of the Fishermen.

ROYAL ALBERT MUSIC HALL VICTORIA DOCK ROAD, LONDON.

(Canning Town Rail Station), Mr. C. Relf, Sole Proprietor

EXCELLENT ENTERTAINMENT.

Recommended by Samuel Pimms, Esq., and SEAFARING. Prices: Private Boxes, 1s. 6d. each person; Stalls, 1s.; Upper Circle, 6d.; Balcony, 4d. The Hall can be hired for Benefits on reasonable terms; apply to the Proprietor. Persons travelling by train allowed 3d. on production of ticket.

NOTICE TO UNION SEAMEN.

Union Men are requested to BOARD only at Boarding Houses which are ADVERTISED in "SEAFARING."

Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

TOWER HILL BRANCH.

IMPORTANT NOTICE.

Contributions must be paid to MR. WILD-GOOSE, 17, KING STREET, over Lockhart's Cocoa Rooms, Tower Hill.

Any Contributions paid at 23, KING STREET, on and after January 31, 1890, WILL NOT BE RECOGNISED AS A PAYMENT TO THIS UNION.

Signed on behalf of the Executive Committee,

J. H. WILSON,
General Secretary.

TUG BOAT BRANCH.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Wednesday evening.

SAFE ANCHORAGE. WHERE TO BOARD.

UNION BOARDING-HOUSES.

BARRY.—Mrs. G. Gawler, 19, High-street.
" Mrs. Mooney, 6, Holm-st., Cadoxton.
CARDIFF.—Seamen's Institute, West Butte-street.
GLASGOW.—James Bracken, 182, Broomielaw.
HULL.—N. A. S. & F. Union Home, 13, Robinson-row, Dagger-lane.
" William Guy, 7, Posterngate.
LONDON.—Mrs. C. Marrington, 76a, Minories (for officers).
" N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.
NORTH SHIELDS.—Union Seamen's Home, 31, Duke-street.
PLYMOUTH.—Mr. Stephens, 11, Bath-street.
SOUTH SHIELDS.—Sailors' and Firemen's Union Boarding-house, 81, East Holborn.
SWANSEA.—E. Dann, 3, Strand.

THE UNION PUBLIC-HOUSE IN GLASGOW
IS THE
HEBRIDEAN VAULTS,
JAMES WATT STREET.

PERCY'S TEMPERANCE HOTEL, ANALBY ROAD, HULL.

Opposite the Excursion Platform, Paragon Station.
MEALS AT ALL HOURS AT MODERATE CHARGES. GOOD BEDS.

Special Accommodation for Officers, Seamen, and their Wives. Private or Public Rooms.
Stewards can safely recommend this House to Passengers.

PROPRIETOR—ALBERT PERCY,
Hon. Member Hull Branch N.A.S. & F.U.

N. A. S. & F. UNION HOME, 13, ROBINSON ROW, DAGGER LANE, HULL.

This Home is Conducted on Strict Union Principles.

G. A. HODGSON, Proprietor,
Financial Member, Hull Branch.

SAMUEL BEGG, Treasurer Hull Branch N.A.S. & F.U. TURK'S HEAD HOTEL, MYTONGATE, HULL.

CONCERT ROOM OPEN EVERY EVENING
AT SEVEN O'CLOCK.

WINES, SPIRITS, BEERS, AND CIGARS OF THE
FINEST QUALITY.

LONDON. N. A. S. & F. BOARDING HOUSE, Mrs. HICKS, 13, JEREMIAH STREET, Four Doors from Green's Home Branch Office.

SAILORS' AND FIREMEN'S UNION BOARDING HOUSE, EDWARD MILTON, Proprietor. "FORESTERS ARMS." 31, EAST HOLBORN, SOUTH SHIELDS.

LONDON. C. MARRINGTON, PRIVATE BOARDING HOUSE FOR OFFICERS ON BOARD SHIP. HOME COMFORTS STUDIED. TERMS MODERATE. 76a. MINORIES.

JAMES BRACKEN, SEAMEN'S UNION BOARDING HOUSE 182, BROOMIELAW, GLASGOW.

MRS. M. JONES, Having returned to the Tyne, has opened the UNION SEAMEN'S HOME, 31, DUKE ST., NORTH SHIELDS, Where Seafaring men will be treated in strict accordance with Union principles.

CAPTAIN E. DANN, BOARD AND LODGINGS BY DAY OR WEEK, 3, STRAND, SWANSEA.

ALSO SEAMEN'S OUTFITTING STORES, 23, WIND STREET, SWANSEA.

TOBACCONISTS COMMENCING.
Write for Illustrated Guide (229 pages, three stamps). "How to open respectably, £20 to £1,000."—TOBACCONISTS' OUTFITTING COMPANY, Chief Office, 186, Buxton-rd., London, the largest and oldest complete Tobacconists' Furnishers in London.

£20

GRIFFITHS' DINING & COCOA ROOMS 41, GREAT HOWARD ST., LIVERPOOL.

(OPPOSITE NORTHERN HOSPITAL.)
Seafaring Men of all Classes will find the above Establishment the best place to get
GOOD MEALS AT MODERATE CHARGES
Attention & Civility Guaranteed.

COMFORTABLE HOME FOR SEAMEN.

Mrs. G. GAWLER'S 19, HIGH STREET, BARRY. Seamen Boarded by Day or Week according to Union Principles.

Honorary Member—Recipient of Gold Medal from
the N. A. S. & F. Union.

THE ANCHOR HOUSE, 11, COMMERCIAL ST., LEITH, J. WILLIS, MANAGER. SEAMEN'S UNION CLOTHIER & OUTFITTER. Suits made to measure on the shortest notice and most reasonable terms. A Speciality is our OILSKINS

made on the premises, without the manufacturers' profit.
Bedding supplied at wonderful prices.

NOTE.—All Members coming to LEITH should not fail to
visit the ANCHOR HOUSE, 11, COMMERCIAL STREET, a few
doors from the Union Office.

H. PHILLIPS, PAWNBROKER, TIDAL BASIN, VICTORIA DOCK: SAILORS' OUTFITTER In all its Branches.

WILLIAM GUY, BOARD & LODGING HOUSE, 7, POSTERNGATE (OPPOSITE THE SHIPPING OFFICES), HULL.

NOTICE TO UNION MEN. Union men frequenting BARRY DOCK are respectfully requested to Board at MRS. MOONEY'S, 6, HOLM ST., CADOXTON. (Near Barry Dock.) N.B.—None but Unionists need apply. Note the address

SEAMEN should visit this Establishment.
(Close to East India Dock.)
WATCHMAKERS, JEWELLERS, & COMPLETE
SEAMEN'S OUTFITTERS.

All Seamen going to GRANGEMOUTH should visit
WALKER & CO.,
DRAPERS AND OUTFITTERS,

GRANGE ST., GRANGEMOUTH.
Where there is always a large selection of reliable
goods to choose from.
Largest Stock of Ready-made Suits, Shirts, Flannels,
Semmits, and all descriptions of Underclothing required
by Seamen.
Braces, Collars, Ties, Boats, etc., etc.
Suits Made to Measure in best possible style by experienced
workmen, from 40s. to £3 10s.
Large Assortment of Oilskin Coats, Trousers, and South-
westers of our special guaranteed make

SPECIAL NOTICE TO UNION MEN
WM. MILLER & CO.,
GLASGOW HOUSE,
VERE STREET, CADOXTON, BARRY DOCK,
Keep a large and Complete Stock of

SEAMEN'S OUTFITTING
In all its Branches. Advance Notes cashed for 1s.
in the Pound. All Goods marked in Plain Figures.
N.B.—Special terms for members of Seamen's
Union. Note the Address—

WM. MILLER & CO.,
VERE ST., CADOXTON, BARRY DOCK.
One minute's walk from Cadoxton Railway
Station and Wenvoe Hotel.

UNION MEN
SHOULD GO TO THE
CHAMPION PHOTOGRAPHER
DOWLE,
34, BARKING ROAD, CANNING TOWN.
CARTES DE VISITE,
3 FOR 1/6.

R. WHITE,
WHOLESALE
CABINET & BEDDING
MANUFACTURER,
70, 72, & 74, RATHBONE STREET,
CANNING TOWN, LONDON, E.,
AND
28 & 29, GREEN ST., UPTON PARK, E.
Houses Furnished from 10 to 100 gs.
ALL GOODS WARRANTED

SPECIALITIES IN
SEAMEN'S BEDDING
PURE WOOL BEDS,
4/6, 5/6, 6/6, 7/6 each.
BUSH RUGS & COLOURED BLANKETS
Sent free to any part of the Kingdom on receipt of
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

G. GEMMELL,
119, HIGH ST., KING'S LYNN,
UNION CLOTHING SHOP,
Is the BEST HOUSE in the EASTERN COUNTIES
FOR
EVERY DESCRIPTION
OF
SEAMEN'S CLOTHING.
AT PRICES THAT CANNOT BE BEATEN.

NEEDLE AND ANCHOR.
P. M. LEIBOW & CO.,
210 & 212, EAST INDIA DOCK ROAD, LONDON, E.

UNION MEN IN LONDON
SHOULD GO TO
C. KELLY,
130 & 144a, VICTORIA DOCK RD.,
LONDON, E.,
For Serges, Oilskins, Guernseys, Officers' and
Seamen's Caps and Hosiery.
Hats, Ties, Scarves, Collars, &c., of the Newest
Style.

NOTICE.
To Members of the National Amalgamated
SAILORS' AND FIREMEN'S UNION.
All Union Men arriving at or sailing from
LEITH are invited to visit
L. HYMANS
Pawnbrokers' Salerooms & Seamen's Outfitting Stores
3, TOLBOOTH WYND, LEITH,
Where he has always on hand a large stock of New and
Second Hand Clothing, suitable for Seamen, at prices to
suit everyone. Also large quantities of unredeemed
pledges, consisting of Gold and Silver Watches,
Sextants, Optical Goods, Marine and Field Glasses, at
really low prices.

ARMY & NAVY TROUSERS FROM 1/6 TO 3/6
SEA BOOTS FROM 8/6 TO 25/.

NOTE.—L. H., being an authorised agent for the most
prominent Boot and Shoe Manufacturers, purchasers
may depend on getting the best value.

OILSKINS FROM 6/6 TO 10/6 A SUIT.
N.B.—Members of the Seamen's and Firemen's Union
supplied on Special Terms. Advance notes cashed at
a very small percentage.

Captains, Officers & Seamen Visiting Newport
Will find all their requirements at
"LIVERPOOL HOUSE,"
96 & 97, COMMERCIAL ROAD.
This is one of the Largest, Cheapest, and most
Complete Outfitting Establishments in the United
Kingdom.

SYSTEM OF BUSINESS.—All goods marked plainly at the
lowest cash price. One price, no abatement. Goods
not approved of exchanged or money returned.
We allow no commission to runners, and are
therefore able to sell at 30 to 40 per cent. lower
than other shops who employ these men.

NOTE ADDRESS:
THE LIVERPOOL HOUSE,
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N.B.—Wholesale Department for Slop Chests. Price
List on application.

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WALKER & JOHNSTONE,
GENERAL DRAPERS,
Clothiers, Hatters, and Outfitters,
MARKET SQUARE, NORTH ST., BO'NESS.

Large Stock of Ready-Mades of every description
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Oilskin Coats, Trousers, Sou'westers, Sailors' Beds, &c.
Seamen's Outfits of all kinds. Tailoring in all its
Branches, at Lowest Cash Prices.

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GROCER & PROVISION MERCHANT
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Members of the Seamen's and Firemen's Union
supplied at lowest Cash Price.
A TRIAL SOLICITED.

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UNION SUPPLY STORES.
60, GRANGE ST., GRANGEMOUTH
Wholesale and Retail
GROCER AND PROVISION MERCHANT.
Members of the Sailors' and Firemen's Union
supplied at lowest cash prices.

Captains Supplied at Wholesale Prices.
OILSKINS AND SEA-BOOTS A SPECIALITY.
PAWNBROKERS.
Liberal advances made on all kinds of property.

JAMES DYMCK & SON,
Grocer, Ironmonger & Ship Chandler,
PIERHEAD, BO'NESS,
Near Union Office.
Seamen and Firemen supplied with all kinds of
Stores, best quality, at Lowest Prices.

ALL SEAMEN COMING TO HULL, GO TO
WILLIAM HEMINGWAY,
TAILOR, DRAPER, & OUTFITTER,
No. 42, MYTONGATE, HULL
(NEAR THE DOCK).
A Large Assortment of Ready-made Clothes, Oilskin
Jackets and Southwesters, always on hand.

J. LEWIS,
SEAMEN'S OUTFITTER,
54, BROOMIELAW, GLASGOW.

E. A. McDONALD,
OUTFITTER,
32, CLEETHORPES ROAD,
GRIMSBY.
A Large Stock of Seamen's Clothing always on hand.

BRISTOL SEAMEN'S
CLOTHIER & OUTFITTER, &c.,
W. J. PIKE,
HOTWELL ROAD, BRISTOL,
Honorary Member Seamen's Union.
ADVANCE and HALF-PAY NOTES cashed very
lowest terms; purchases at the time entirely
optional.
Foreign Money Exchanged. No Commission to
Runners.

S. J. GOWER,
PRINTER,
Wholesale and Retail
COMMERCIAL AND FANCY STATIONER,
NEWSAGENT, BOOKBINDER, &c.,
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N.B.—Wholesale and Advertisement Agent for
SEAFARING in Hull.

T. H. WILLIAMS,
Member Amalgamated Sailors' & Firemen's Union,
UNION OUTFITTING STORES,
4, FABIAN STREET, ST. THOMAS,
(Near the East Dock),
SWANSEA.

MCCANN & CO.,
LONDON HOUSE, HOLTON ROAD, BARRY.
Seafaring men cannot do better than buy their CLOTHING
at MCCANN & Co.'s. We buy for Cash from the best man-
ufacturers, which enables us to give the best value to our
customers. One price; no abatement. The Largest Stock
in the neighbourhood.
McCANN & CO. London House, Holton-rd., Barry.
Near Victoria Hotel; 4 minutes' walk from Shipping Office.

J. J. ROBINSON,
MARKET HOTEL,
MARKET PLACE,
MIDDLESBROUGH.
ALLSOPP'S MILD & BITTER ALES & STOUT.
Choice Wines. Cigars of the Finest Quality.
Middlesbrough Branch Meetings of the Sailors' and
Firemen's Union held at this house.
Meetings of Shipmasters' and Officers' Union also
held here.